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No. 146, 13th YEAR, AUGUST, 1966

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## PRINCESS MARGARET AND PRINCESS MARINA

# ROYAL VISITORS TO THE NAVY



Snowdonia, a model M.T.B., remote-controlled, being presented at H.M.S. Collingwood to Princess Margaret by Lieut.-Cdr. L. Ludbrooke, workshops officer. C.E.A. A. Bailey, who helped to construct the boat, is seen on the left

**ALTHOUGH** a warm smile cannot stop the rain, that of Princess Margaret, when she visited H.M.S. Collingwood on July 26, helped to make it bearable.

Accompanied by the Navy Minister (Mr. J. P. W. Mal-lalieu), the Princess was met at the Electrical School by the Commander-in-Chief Portsmouth (Admiral Sir Frank Hopkins) and the Commanding Officer of the establishment (Capt. J. R. Marigold).

The object of the royal visit was to open the six new accommodation blocks (each will accommodate 175 men) for junior ratings and apprentices.

The blocks are named after famous naval battles—Camperdown, Finisterre, Nile, Saintes, Taranto, and Matapan. The Princess unveiled a plaque outside Camperdown block.

At the opening ceremony, Wren Elaine Dunn, from Barnsley, presented a bouquet to the Princess, who also received a three-foot model of a motor torpedo boat, Snowdonia, which had been built in the establishment.

C.P.O. Bailey, who demonstrated the controls to the Princess, was complimented by her.

She told him: "My husband will have to teach my son how to control it. I don't think my son will have much chance to use it though." C.P.O. R. G. Knight helped to fit out the model.

Warm welcome from naval wives and families when Princess Margaret arrived to open the Royal Sailors' Rest community centre at Rowner, Gosport. The Princess is accompanied by Vice-Admiral H. R. Law (Controller of the Navy and Chairman of the Board of Trustees of the Royal Sailors' Rest).

clared the new centre open, she toured the building and, among others, Mrs. Sheila Dennis and Mrs. Sheila Kirby were introduced to her.

Learning that Mrs. Dennis and Mrs. Kirby ran a morning nursery school at the centre for 24 three- to five-year-olds, she asked about the work and what they taught the children.

The Resident Missioner and his wife, Mr. and Mrs. R. J. Cossins, entertained to tea the Princess and the chief guests, who included Vice-Admiral H. R. Law (Controller of the Navy and Chairman of the Board of Trustees of the Royal Sailors' Rest).

Rests Christian Community Centre at Grange Lane, Rowner, she was greeted by hundreds of children and Gosport residents.

The new "Aggie Weston's" centre provides a service for naval families on the extensive housing estate at Rowner which will, eventually, house an estimated 10,000.

The centre consists of a large assembly hall which can hold 220 people, a minor hall, two classrooms and a modern and attractive kitchen.

After the Princess had de-

## WITH ALL THE FAMILIES AT ROWNER

WHEN Princess Margaret visited Gosport on July 26 to open the Royal Sailors'

### In other pages...

Navy Days (Portsmouth and Plymouth) souvenir four-page supplement of the ships and attractions for the visitors.

Families' Page (4) with an article on indulgence flights, commissioning forecast (2), letters (5), Sub-mariners' Corner (7), Miles cartoon (8), and News Diary (11).



Happy moment at H.M.S. Dryad, when Princess Marina was presented with a bouquet by Wren B. C. Humphrey

## Opened Dryad's wren 'hotel'

PRINCESS Marina, Duchess of Kent, visited the Royal Navy's Navigation and Aircraft Direction School, H.M.S. Dryad, Southwick, on July 8, and officially opened a £156,000 seven-storey accommodation block for Wrens.

Her Royal Highness, who is Commandant of the W.R.N.S., named the block Pinsley House.

The Princess arrived by helicopter and was met by the Commander-in-Chief, Portsmouth (Admiral Sir Frank Hopkins). She lunched in Southwick House, met Dryad's officers and their wives, was shown the D-Day wall map in Dryad's wardroom, and before leaving saw Wrens working in radar plot training rooms.

Pinsley House forms part of the first stage in Dryad's six-stage rebuilding programme, and provides accommodation for 147 junior Wrens, 11 senior ratings, and the Tactical School Staff.

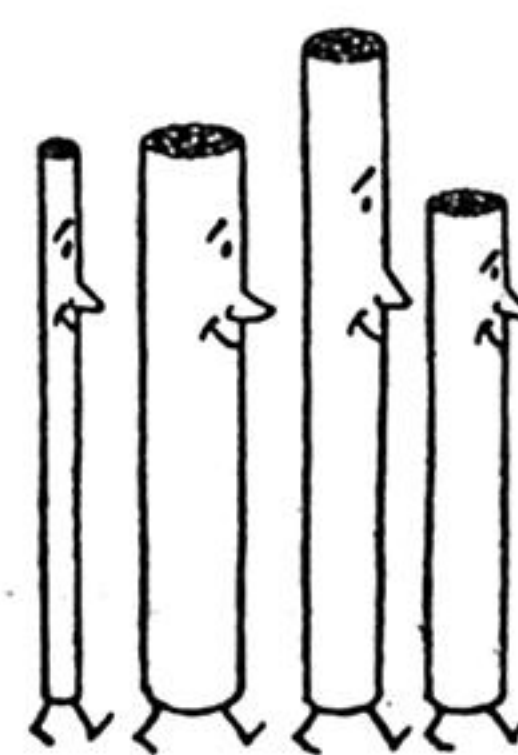
Senior ratings will have single cabins, and the junior ratings will share three-berth cabins.

On each floor there is a "quiet" room, which can be used for reading, needlework, etc., or handicrafts. There are also recreation and TV rooms and visitors' rooms on the ground floor.

Heating is by blown warm air, and on summer days there are facilities for sunbathing on the roof.

### AT HASLEMERE

After the Southwick visit, Princess Marina went on to the Royal Naval School for Girls, Haslemere, where there were celebrations to mark its 125th anniversary.



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# H.M.S. Devonshire starts build-up again in October COMMISSIONS FORECAST

## Naiad base port is Portsmouth

H.M.S. Devonshire, the guided missile destroyer, which returned to Portsmouth on July 15 after a general service commission in Home Waters and the Far East, is to recommission on October 20 for another general service commission.

The commission is to be spent in Home Waters, East of Suez and then a further period in Home Waters.

It was stated in the July issue of "Navy News" that H.M.S. Naiad's base port on commissioning in May next was to be Devonport. This was an error. The ship's U.K. base port will be Portsmouth.

**CLARBESTON** (C.M.S.), August 1 at Portsmouth, Home Sea Service (S.A.R. Ships, R.N.A.S. Cullrose) Brinton's crew transfer.

**BRINTON** (C.M.S.), August 1 at Devonport, Port Service, Refit crew.

**YARNTON** (C.M.S.), August 12 at Chatham, Foreign Service (Middle East), 9th M.C.M. Squadron (E).

**EURYALUS** (A/S Frigate), August 18 at Devonport General Service Commission (Phased), Home/Far East, Captain's Command, U.K. Base Port, Devonport.

**PLYMOUTH** (A/S Frigate), August 22 at Chatham, Port Service, Special refit, Dockyard control.

**GAMBRIAN** (Destroyer), August 25 at Portsmouth General Service Commission (Phased), Home/Far East, U.K. Base Port, Portsmouth.

**CORUNNA** (A/D Commission), August 25 at Rosyth, Port Service, For trials, To Reserve on completion.

**GURKHA** (G.P. Frigate), September 1 at Rosyth, General Service Commission (Phased), Home/Middle East, U.K. Base Port, Rosyth.

**DARING** (Destroyer), September 1 at Devonport, Port Service, Trials crew, (Commissions November 3), U.K. Base Port, Devonport.

**MINERVA FLIGHT**, September at Portland, General Service Commission, Wexsex.

**CAVALIER** (Destroyer), September 15 at Gibraltar, General Service Commission, Home/Far East, U.K. Base Port, Devonport.

**PUNCHSTON** (C.M.S.), September 26 at Singapore, Foreign Service (Middle East), 9th M.C.M. (E).

**GALATEA** (A/S Frigate), September 29 at Portsmouth, General Service Commission (Phased), Home/Far East, U.K. Base Port, Portsmouth.

**ALBION** (Commando Ship), September 27 onwards at Portsmouth, Home Sea Service/Foreign Service from date of sailing (East of Suez), U.K. Base Port, Portsmouth (C).

**UNDAUNTED** (A/S Frigate), September 29 at Chatham, Port Service, Trials crew, Commissions November 24, U.K. Base Port, Chatham.

**FIFE FLIGHT**, September at Portland, General Service Commission, Wexsex.

**BEACHAMPTON** (C.M.S.), October 1 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

**CRAYSFORD** (Destroyer), October 6 at Devonport, General Service Commission (Phased), Home/Med./Home, U.K. Base Port, Devonport (C).

**TROUBRIDGE** (A/S Frigate), October 6 at Chatham, General Service Commission (Phased), Home/Far East, U.K. Base Port, Chatham (C).

**AGINCOURT** (Destroyer), October 6 at Portsmouth, General Service Commission (Phased), Home/Med./Home, U.K. Base Port, Portsmouth (C).

**BURNASTON** (C.M.S.), October 10 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

**GLAMORGAN** (G/M Destroyer), October 11 at Newcastle, General Service Commission, Home/Far East, U.K. Base Port, Portsmouth.

**DEVONSHIRE** (G/M Destroyer), October 20 at Portsmouth, General Service Commission (Phased), Home/Far East, U.K. Base Port, Portsmouth.



H.M.S. Devonshire at Sydney, New South Wales, in December, 1965

**DUNCAN** (A/S Frigate), October 20 at Rosyth, Port Service for trials, Commissions December 15, (C).

**DARING** (Destroyer), November 3 at Devonport, General Service Commission, Home/Far East, U.K. Base Port, Devonport.

**DAMPIER** (Surveying Ship), November 11 at Singapore, Foreign Service (Far East), (C).

**CHAWTON** (C.M.S.), November 12 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (Senior Officer), (E).

**UNDAUNTED** (A/S Frigate), November 24 at Chatham, Home Sea Service, U.K. Base Port, Chatham, (C).

**SHOULTON** (C.M.S.), November 24 at Portsmouth, Home Sea Service, 3rd M.C.M. Squadron, U.K. Base Port, Portland.

**CAMBRIAN** (Destroyer), November, Chinese Sids, and Cks. (O) replace U.K. ratings.

**CHILCOMPTON** (C.M.S.), December 9 at Gibraltar, Home Sea Service, Trials crew at Gibraltar and Steaming crew to Aden, (Vice Kildarton).

**DUNCAN** (A/S Frigate), December 15 at Rosyth, Home Sea Service, 20th Frigate Squadron, U.K. Base, Rosyth.

**AXAX** (A/S Frigate), December 17 at Singapore, Foreign Service (East of Suez) (Phased), Captain's Command, (C).

1967

**TARTAR** (A/S Frigate), January 5 at Portsmouth, General Service Commission (Phased), Home/Middle East, U.K. Base Port, Devonport.

**PENELOPE** (A/S Frigate), January 5 at Devonport, Port Service, Trials crew, Commissions February 2, U.K. Base Port, Devonport (C).

**PUMA** (A/A Frigate), January 12 at Devonport, General Service Commission (Phased), Home/Far East, U.K. Base Port, Devonport.

**PENELOPE** (A/S Frigate), February 2, Home Sea Service, U.K. Base Port, Devonport, (C).

**DANAE** (A/S Frigate), January 10 at Devonport, Port Service for trials, Commissions May 24, Captain's command, U.K. Base Port, Devonport.

**PENELOPE** (A/S Frigate), February 2 at Devonport, Home Sea Service, U.K. Base Port, Devonport, (C).

**INTREPID** (Assault Ship), February 26 at Clydebank, Home Sea Service/ (Foreign Service East of Suez) from date of sailing.

**CAPRICE** (Destroyer), March at Chatham, Reconmission, (Phased), Home/Far East, U.K. Base Port, Chatham.

**DIDO** (A/S Frigate), March 2 at Chatham, General Service Commission (Phased), Home/Far East, U.K. Base Port, Chatham.

**DEFENDER** (Destroyer), March 16 at Chatham, General Service Commission (Phased), Home/Far East, U.K. Base Port, Chatham.

**KEPPEL** (A/S Frigate), March 17 at Gibraltar, Home Sea Service for trials, Commissions May 12, U.K. Base Port, Rosyth.

**JUNO** (A/S Frigate), April 4 at Southampton, General Service Commission, Home/Far East, Captain's command, U.K. Base Port, Chatham (A).

**DUNDAS** (A/S Frigate), April at Gibraltar, Local Foreign Service, L.R.P. complement.

**GLAMORGAN FLIGHT**, April at Portland, General Service Commission, Wexsex.

**DAINTY** (Destroyer), May, at Portsmouth, General Service Commission (Phased), Home/Far East, U.K. Base Port, Portsmouth.

**RHYL** (A/S Frigate), May, at Rosyth, Port Service, Special Refit (Dockyard control).

**LONDONDERRY** (A/S Frigate), May at Portsmouth, Port Service, Special refit, (Dockyard control).

**LOWESTOFT** (A/S Frigate), May at Chatham, Port Service, Special refit, (Dockyard control).

**NAIAD** (A/S Frigate), May at Portsmouth, General Service Commission, Home/Far East, U.K. Base Port, Devonport.

**DIANA** (Destroyer), May at Devonport, General Service Commission, Phased Home/Far East, U.K. Base Port, Devonport.

**KEPPEL** (A/S Frigate), May 12 at Gibraltar, Home Sea Service, U.K. Base Port, Rosyth, (A).

**DANAE** (A/S Frigate), May 24 at Devonport, General Service Commission, Home/Far East, Captain's Command, U.K. Base Port, Devonport, (A).

**SALISBURY** (A/D Frigate), June at Devonport, Port Service, L.R.P. complement.

**HAMPSHIRE** (G/M Destroyer), June (tentative date) at Portsmouth, General Service Commission, (Phased), Home/Far East, U.K. Base Port, Portsmouth.

**DIAMOND** (Destroyer), June at Chatham, General Service Commission, Home/Far East, U.K. Base Port, Portsmouth.

**DANAE FLIGHT**, June/July at Portland, General Service Commission, Wasp.

**NOTES**—It is emphasised that the dates and particulars given are forecasts only and may have to be changed—perhaps at short notice.

The term "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

As ratings are normally detailed for overseas service about four months ahead of commissioning date and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

Ships in which Locally Entered Cooks (S) Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are indicated as follows: (A)—All Cooks (S), Cooks (O) and all Stewards (B), Cooks (S) other than one P.O. Cook (S), all Cooks (O) and all Stewards, (C)—Cooks (O) and Stewards only (D)—Cooks (S) other than C.P.O. and P.O., all Cooks (O) and all Stewards, (E)—Leading Cooks (S) and Stewards only (F)—Cook (S) and Steward only.

## Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To Acting Chief Engineer Artificer  
M. 928983 P. M. Isaacs, MX 842931  
R. C. Nicholson, MX 888995 S. Holmes,  
MX 913836 I. Aldred, MX 913858  
G. W. Bridger, MX 913932 H. C.  
Hopper, MX 913933 D. Houghton, M  
928512 R. J. G. Bean.

To Acting Chief Mechanician  
KX 867073 H. J. Wilmot, KX 515779  
G. Pollard.

To Chief Shipwright Artificer  
M 943560 W. E. Rowley.

To Chief Joiner  
MX 802730 D. M. Neesom.

To Chief Plumber  
MX 788819 W. J. Y. Hunt.

To Acting Chief Engineering Mechanic  
KX 875198 D. Ashfield.

To Acting Chief Electrical Mechanician  
MX 895470 V. G. White.

To Acting Chief Electrical Artificer  
MX 857612 W. H. Taylor.

To Chief Electrician  
MX 903641 J. B. Turner, MX 892724  
J. N. Grindell, MX 903599 A. M.  
Snedden.

To Acting Chief Radio Electrical  
Artificer  
MX 888753 G. F. Cousins, M 928962  
P. G. Harris, M 963105 M. J. Mee, MX  
888923 G. I. Bird, M 928998 B. J.  
Mackereb, M 943902 P. T. Mildenhall.

To Chief Radio Electrician  
MX 908232 R. Gilbert, MX 867159  
E. Skelton.

To Chief Radio Supervisor  
JX 838970 K. H. Tyler, JX 839141  
A. Clark, JX 712675 G. Carpenter, JX  
858160 J. Dilloway, JX 843060 T.  
Maguire.

To Chief Communications Yeoman  
JX 858051 A. J. W. Cooper, JX  
581472 A. J. Mitchell, JX 660313 G.  
Duncan.

To Chief Petty Officer Medical  
Attendant  
MX 878291 D. W. Gordon.

To Chief Petty Officer  
JX 820075 J. E. Whyte, JX 841256  
N. Murphy, JX 819363 A. J. Martin,  
JX 76038 C. T. Castle, JX 857159  
R. A. Ward.

To Master At Arms  
MX 867645 R. S. Wheatley.

To Chief Petty Officer Writer  
MX 834377 C. M. O'Donnell.

To Chief Petty Officer Officer Stores  
Accountant (V)  
MX 856181 J. Duerden.

To Chief Petty Officer Stores  
Accountant (S)  
MX 887152 T. P. Jeal, MX 853153  
H. Godwin, MX 834021 W. Chandler.

To Chief Petty Officer Cook (S)  
MX 876890 A. C. Castle.

To Acting Chief Aircraft Mechanician  
(AE)  
L/FX 910349 G. S. Chincock.

To Acting Chief Aircraft Mechanician  
(O)  
L/FX 906145 P. D. Wallace.

To Chief Air Fitter  
L/FX 846242 W. J. M. Archibald,  
L/FX 838102 T. S. Green, L/FX 838179  
F. Hubbard, L/FX 852789 J. D. Hudson.

To Chief Air Fitter (O)  
L/FX 860164 T. W. Matthews, L/FX  
837108 A. I. H. McAlister, L/FX 790028  
T. J. McFarland.

To Chief Airman (AID)  
L/FX 862932 P. McCarthy.

To Chief Airman (SEI)  
L/FX 894900 D. G. Mansley.

To Acting Chief Electrical Mechanician  
(Air)  
L/F 927631 J. Young.

To Chief Electrician (Air)  
L/FX 867438 A. Middleton.

To Acting Chief Radio Electrical  
Mechanician (Air)  
L/FX 915527 M. H. Farmery, L/FX  
895494 J. Tregellis.

To Chief Radio Electrician (Air)  
L/FX 895618 W. C. Mordhead.

## EXCHANGE OF SHIPS

The following ratings are anxious to exchange ships. Any one interested should write to the applicant direct. In accordance with Defence Council Instruction 1151/66, requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

S.A.(S) T. Turton, D.2 Mess, H.M.S. Excellent, Portsmouth, will exchange with any rating in a ship.

A./L.E.M. D. R. Jones, A2G Mess, H.M.S. Collingwood, Fareham, due for draft to H.M.S. Agincourt in October for General Service Commission. Will exchange drafts with similar rating in a Plymouth-based ship.

L.Wr. A. Shellard, on course in H.M.S. Royal Arthur, and being drafted to H.M.S. Torquay (Home Sea Service) on August 15, will exchange for similar draft to ship based on Rosyth.

A.M.I. (A/E) R. Dickinson, H.M.S. Heron, will exchange ships with a comparable rating serving at Lee-on-Solent or any Portsmouth/Gosport area billet. Job in Heron is Station Work-shops for approx. two years.

E.R.A. 1 P. H. Watt, H.M.S. Walrus, will exchange with E.R.A. 1 serving in a submarine in Chatham or Portsmouth area.

## Backing 'long-shot' preferences

WHEN Commodore Wildish introduced the series he mentioned the careful and frequent use of drafting preference cards. May I reinforce his plea that when a family move alters your preferences you write out a new one, or ask for a form B.45b. on which to make a minor change?

All too often we draft a man so as to be nearer his first preference, only to find that he has moved his family since he expressed it, and so is badly hit by our well-intentioned plan.

And it goes without saying that the more you tell us about your preferences, the more we can help you.

The new card, when it is re-printed, will enable a General

Service rating to put a cross against one area he would like to avoid.

A Fleet Air Arm rating can convey the same message by designating an area his ninth choice.

Until the new General Service card appears you will have to ask your divisional officer to indicate the one area you dislike in his comments. The same goes for submariners.

In all the three drafting organisations, there are areas which are popular, and also those for which the number of billets exceeds the number of volunteers.

Obviously if you choose an unpopular area, you are much

### Rorqual off to Far East

REJOINING the Seventh Submarine Squadron at Singapore is the Porpoise class boat H.M.S. Rorqual, which sailed on July 4 from Gosport.

Rorqual, which recently completed a refit at Rosyth, is commanded by Lieut.-Cdr. T. Green, R.N. She will be overseas two-and-a-half-years, but the families of the ship's company will be joining them at Singapore.

### DRAFTY'S CORNER

more likely to get your choice than if you plump for that rare job in Birmingham, for which you are in competition with perhaps 300 others.

Last August, for example, the supply and demand for the 12 General Service preference areas looked like this, taking all the branches together:

Place	Billets	Preferences
Portsmouth	35	31
Devonport	26	14
Rosyth	9	7
Portland	8	3
N. Ireland	6	3
Chatham	6	14
S.W. Scotland	5	3
Harwich	2	4
N. Scotland	1.3	1
S. Wales	1	3
N. England	0.5	10
Midlands	0.3	6

This picture for all the General Service rosters lumped together is not necessarily repeated for particular branches, in some of which, for example, Devonport may be slightly over-subscribed.

But in general you can deduce from it that to put Northern England, the Midlands, and Chatham as your first three choices is rather like backing a treble accumulator—marvellous if it comes off, but a bit of a long shot.

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5. Monthly Stock List will be sent to you—Home or Abroad. The car you require is ready on your return home to drive away. Immediate insurance facilities.
6. Open an account to meet your requirements, and remember, 10% extra on all cash saved, will be allowed towards the purchase price of any new or used car.
7. 5% Discount on all new car prices for Club Members ONLY.
8. Our representative visits Naval Establishments in the Portsmouth area. Telephone and we will call by appointment.
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12. There is NO membership fee.

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# Egg champ sets a cracking pace

EVERY morning Leading Cook Raymond J. Gray, of the Fleet Air Arm's main fighter training establishment at Yeovilton, in Somerset, helps to cook breakfast for some 500 naval airmen, most of whom

want two fried eggs. With a carton of 30 eggs in one hand, and using the other to crack them, he gets the lot in the fryer in 75 seconds. Could you do better?

Leading Cook Gray, who lives at 259 St. Michael's Avenue, Yeovil, is married and has a baby son. As a child he attended the secondary modern school at Oswestry, in Shropshire, where his parents still live.

He has always been interested in cooking but, before joining the Royal Navy in 1959, he completed over four years in agriculture, including a course at the Shropshire Farm Institute.

He has served in the aircraft carrier H.M.S. Centaur in the Far East and in the Mediterranean.



## 'Sins' will tell

A device, formerly used only in nuclear submarines, and which, by means of a complex arrangement of gyroscopes and accelerometers, gives an accurate ship's position when normal means of navigation cannot be used, is now to be fitted in surface warships.

The first ship to be so fitted with the British Ship's Inertial Navigation System (SINS), is the guided missile destroyer H.M.S. Fife, which commissioned last month.

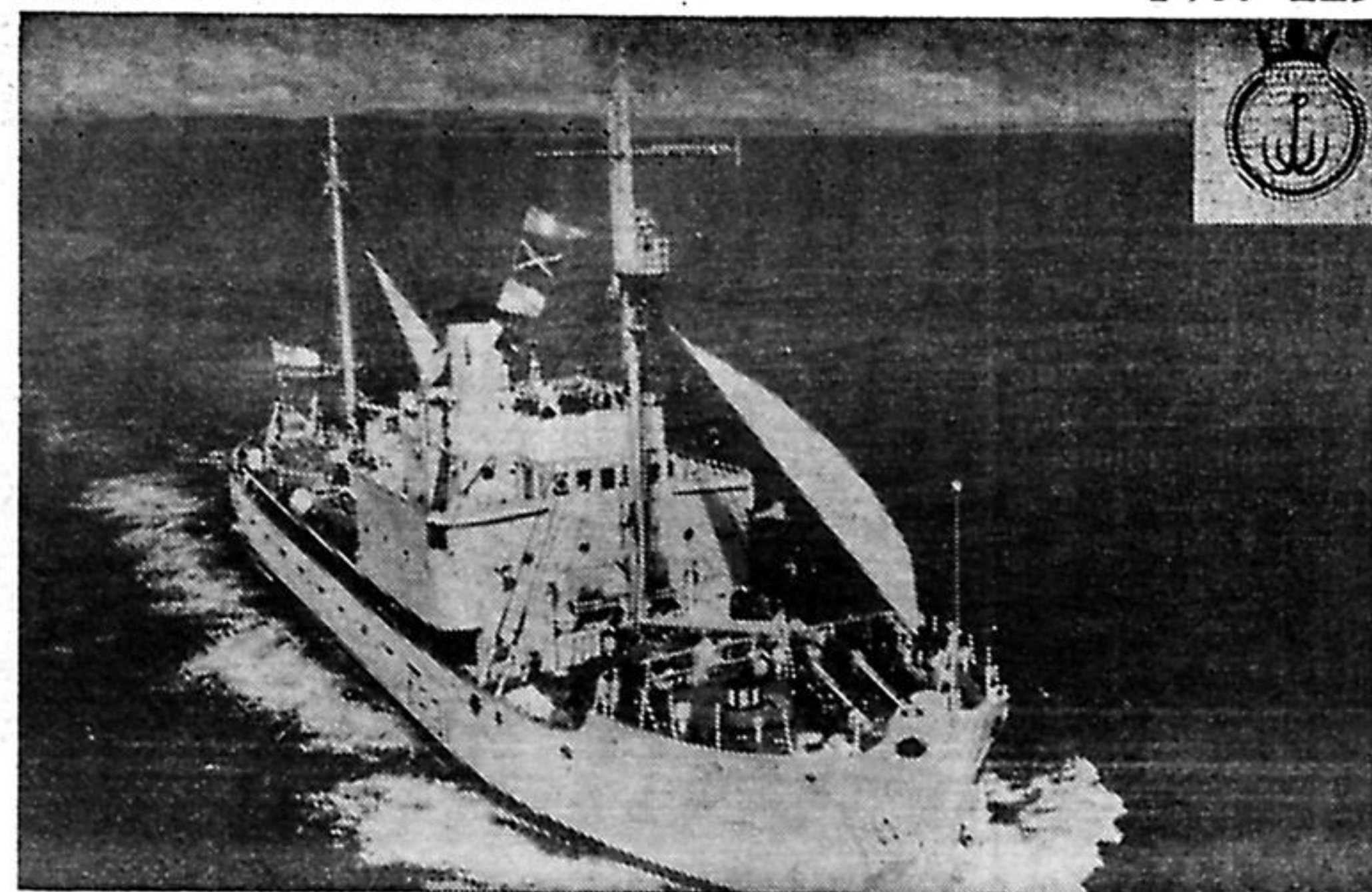
To cope with the Royal Navy's increasing demand for this successful device, the Admiralty Compass Observatory, Slough, has been enlarged.

A new block containing ten laboratories and associated office accommodation for about 40 scientific and engineering members of the Royal Naval Scientific Services was opened by Vice-Admiral H. R. Law, the Controller of the Navy, on July 14.

Britain's four Polaris submarines are to be fitted with the American version of SINS, but the British version will be carried in all nuclear fleet submarines, and in all future guided-missile destroyers.

The Duke of Edinburgh's old ship, H.M.S. Chequers, was towed from Portsmouth on July 7 to be scrapped.

## H.M.S. RECLAIM



## R.N. FIRST USED UNDERWATER TV

THE ship which played a big part in the search for the submarine Affray which sank in the English Channel in 1951 was H.M.S. Reclaim, the Deep Diving Trials and Mine Countermeasures Support ship.

It was from this ship that underwater television was first used and it was a diver from Reclaim who finally found the wreck.

H.M.S. Reclaim was originally laid down, in 1946, as an Ocean Salvage vessel, but during the latter stages of building was adapted for deep diving. She was launched at Renfrew under

the command of Cdr. W. O. Shellford, the then Royal Navy's Superintendent of Diving.

During trials in 1953 submarines were transferred by means of her diving bell and a special hatch fitted in H.M. Submarine Seahorse. This was the first occasion in the Royal Navy of personnel being transferred from a bottomed submarine.

In May and June last year deep diving trials were carried out in the Mediterranean, when eight pairs of divers, wearing ordinary frogman-type suits,

swam from the ship's submersible compression chamber for periods of up to one hour, at a depth of 600 feet.

The ship is now employed in the dual roles of Diving Trials ship and Mine Countermeasures Support ship, under the command of Lieut.-Cdr. E. M. T. Segar, R.N., and took part in the recovery of a crashed Buccaneer aircraft from a record depth. (See page 9.)

Built by Wm. Simons & Co., Renfrew, and engaged by Aitchison Blair, Ltd., H.M.S. Reclaim's displacement is 1,820 tons (full load). She is 217 feet in length and has a complement of seven officers and 93 ratings.

## SEA EAGLE IS TO MOVE

The Navy Minister, Mr. J. P. W. Mallalieu, in a Commons answer on July 6, confirmed the decision to move the joint anti-submarine school, H.M.S. Sea Eagle, from Londonderry to Plymouth.

It was announced last year that the school would be moved to Plymouth in 1968, but a reversal of this decision had been sought on the grounds that Londonderry is near to deep water, and to Faslane, the Scottish base for the Navy's nuclear submarines.

Mr. Mallalieu stated that he had "looked again" at the decision, but regretted that there were "no grounds for reversing that decision."

The Minister added that the move was to be made based on important operational and financial considerations.

He is, however, looking into the possibility of making certain changes in the school's task, but until his examination is complete he is not in a position to give an estimate of the final cost of the move, or the date when the move is to take place.



"Are you sure this is allowed, cox'n?"

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Mersom, R.N.R., an Air Traffic Controller at the Royal Aircraft Establishment, Llanbedr Airfield.



"Now that's a nice bit of doeskin!"

serving with 803 Squadron in H.M.S. Eagle and R.N. Air Station, Lossiemouth.

Lieut. (S.C.C.) John Boyd, R.N.R., served throughout the war in A.M.C.s, transports, reserve ships and Fleet Oilers. He is now a Radio Installation Engineer attached to Research and Development.

He says: "A goodly number of your readers who have served in the County class destroyers Kent and Hampshire will have heard of Llanbedr Airfield."

The Sea Cadet Corps Hon. Commodore, Rear-Admiral J. E. H. McBeath, accompanied by Cdr. Peter Carmichael, R.N., and Lieut.-Cdr. (S.C.C.) C. Rugg, R.N.R., visited the new Unit on June 20.

Other officers in the Unit are A/Sub-Lieut. G. Egerton (Seamanship and Stores Officer), A/C.P.O. G. Hughes (P.T. and Judo), A/C.P.O. J. Griffiths (Parade Training and Discipline).

The Unit's Asst. Admin. Officer Miss Keri Jones added a touch of glamour to the parade

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## COUNCIL HOUSES LET AS MARRIED QUARTERS

WHEN the first four of 86 married quarters at Barrow-in-Furness were turned over to their naval occupants on July 12, EA(1) David Strudley, of H.M.S. Resolution, was the first rating to sign for his keys.

Shortly after the Strudleys had moved in, the Mayoress of Barrow, Mrs. W. M. Gabbatt, and the Deputy Mayor, Ald. T. A. Tyson, with other local dignitaries, called at the house.

After Mrs. Strudley had shown the visitors over her new home, a small reception was held to mark the unusual occasion. It was believed to be the first time that a local authority had let council houses to the Navy as married quarters.

At the reception, Cdr. M. C. Henry, R.N., captain of Resolution, thanked Barrow Council for their help and understanding in solving what would otherwise have been a considerable housing problem.

In reply, the Mayoress said that the opening of the quarters was one of the happiest duties so far performed in her year of office.

The new houses, which are fitted with gas-fired central heating, will be occupied by personnel standing by submarines at Barrow, until the Polaris building programme is complete.



EA(1) Strudley and Mrs. Strudley receive the Mayoress of Barrow and the Deputy Mayor.

# 'Indulgence' and holiday trips to the East

"THANK you for all the interesting and very hopeful articles you print in 'Navy News,' writes a Yeovil (Somerset) naval wife, who goes on to ask about Indulgence Flights.

"I wonder if you can print full details of the scheme," she says. "I hope to be able to take advantage of this means of travel to join my husband in the Far East temporarily."

"It would be of great help to me, and I am sure to many other naval wives, if you could tell us as many details as possible, together with the necessary rules which have to be observed."

### SHORT NOTICE

"Navy News" did make inquiries to ascertain the latest position, and was informed that very few Indulgence Flights as such are ever available.

The flights are carried out by R.A.F. Transport Command, and if, at short notice, a seat becomes available, it could be offered to a naval wife, provided it is not needed for the wife of a Royal Air Force man.

Realising, however, that visits to personnel in the Far East by wives (and children if they are unable to be left behind in the United Kingdom) do much to boost morale, the Navy Board has approved certain arrangements.

Prepayment flights for short visits are available by civil air charter planes to the Far East, and to the Middle East.

The cost of the flight to



Indulgence flights are provided by R.A.F. Transport Command, when available seats are not required for wives of Royal Air Force personnel. Very few opportunities occur.

Singapore and return is just over £100, and such facilities are available to officers and men who are serving in sea-going ships which are undergoing refits, etc., in Singapore.

If the financial circumstances of the applicant warrant it, prepayment may be made by an advance on the ledger, repayment being made by deductions from pay over a period not exceeding 12 months.

As the commanding officer of the ship is the only person who can say how long his ship will be in dockyard hands, he must

## Families' Page

# ODD TIME JOBS RELIEVE 'DOLDRUMS'

DO wives seeking work while their husbands are away find difficulty because they are "Navy"? The point is raised in a letter from Mrs. J. Wells, director of a Southampton secretarial agency.

Mrs. Wells' letter was prompted by an article in the May issue of "Navy News," headed "Don't be a meanie with the money," in which a bank manager spoke in support of Navy wives.

"I am fully in sympathy with Navy wives from points of view other than financial," writes Mrs. Wells.

"There are many wives who miss the social contacts they had when they were single."

"Some of the more enterprising wives are already seeking ways and means to tackle the problem of boredom and restricted budgets, and to lift them out of the doldrums, by taking temporary work."

"Good secretarial staff have a scarcity value which has greatly inflated wages, and this is where many of the well-educated highly trained women score in finding temporary employment."

"Employers, as a general rule, are wary of employing naval wives on a permanent basis, as they often find, to their cost, that they are 'here today and gone tomorrow'."

### HOME ADJUSTMENTS

"It is necessary, of course, when taking temporary work, to make adjustments to home life, and as long as the younger children are not left unattended, there is no reason why many of the household duties cannot be put aside for a short period."

"It is possible to work for two weeks, and then take a break to catch up with the domestic tasks, and plan for a further two weeks' work outside the home."

"But I must stress how important it is to be disciplined over this, and to ask Navy wives, 'Are you prepared to get up in the morning, even if

## An admiral called



Mrs. Joan Ringshall and son Kevin (18 months).

LEADING Radio Operator Alan Ringshall and his wife Joan, who live with their three children in naval married quarters at Cowplain, Portsmouth, had an important visitor on July 11.

They had their home all spick-and-span for the arrival of Admiral Sir Desmond Dreyer, Second Sea Lord, who called to look round the quarters.

L.R.O. Ringshall, who served under Sir Desmond in the Far East, is based at H.M.S. Mercury, Leydene. He has been in the Navy 10 years.

After the visit, L.R.O. Ringshall said: "I had hoped to offer Sir Desmond a cup of tea, but he wasn't able to stay long enough."

## New clinic at Rosyth

Lady Gregory, wife of Vice-Admiral Sir David Gregory, then Flag Officer Scotland and Northern Ireland, officially opened a welfare clinic at Rosyth on June 22. The clinic is named after her.

A bouquet was presented to Lady Gregory by Jane Doran, daughter of Leading Stores Accountant Kenneth Doran.

Before the opening...

you are feeling tired or off colour, or the children are difficult about getting themselves ready for school? Could you plan housekeeping between times so that the home does not suffer, and find the energy to cook the evening meal when they get home?"

"Perseverance and determination are the keywords. So if you Navy wives have the qualities and qualifications, don't sit at home and moan—get to it!"

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P/MX 823325, H.M. Londonderry. Died M 18, 1965.  
Malcolm Campbell Kennedy, Sgt. R.M. 18252. Infantry Training Cent Lympstone, Died June 1966.  
Peter Robin Andrew Steward. P/O 7224 H.M.S. Heron. Died July 5, 1966.  
Lieut. Timothy Mark Woodford, Royal Navy H.M.S. Eagle. Died July 8, 1966.  
Act./Sub-Lieut. Nicholas Lacey Parrett, Royal Navy. H.M.S. Eagle. Died July 8, 1966.  
David Frederick Wat-Petty Officer Engineer Mechanic. P/J 95229 H.M.S. Osprey. Died July 9, 1966.  
Gerald Matley. Musician RMB/3749. H.M.S. Eagle. Died July 10, 1966.  
Kenneth Revely. Petty Officer Steward. P/I 839032. H.M.S. Victor. Died July 15, 1966.  
Instr. Lieut.-Cdr. David Ogden, Royal Navy H.M.S. Thunderer. Died July 18, 1966.



# Are field gun runs too fast

WITH reference to your heading, "Has field gun run a place in 1966?" I am one of the critics from inside the Service. Having listened to many outside, I feel we have something in common.

The answer to your heading is "Yes," but not at the running time today's crew is capable of. Running time is being allowed to be too fast. The public, in consequence, are not receiving a fair share of actual field gun drill to understand.

Command field gun teams today have one end in view—how fast can we go? We must break the record.

In the past, speed was secondary to the overall picture.

Now, as each command trains, it is not to make sure the display is worthy of the public's patronage, but solely to see if one crew can gain faster times than the others.

Unnecessary accidents are caused, and because it is field gun, one has to conveniently accept.

It has been my considered view for many years that field gun running times are far too fast. I have always believed that the trainer should run with his crew, touch what gear or man he wishes, but not kneel at the actions.

D. W. Large (C.P.O., G.I.)  
(member of the 1939 Devonport Seamen and Devonport Trainer 1950)  
H.M.S. Cambridge.

## CALLING 'OLD ARETHUSIASTS'

AS your readers may know, H.M.S. Arethusa is a new Leander class frigate commissioned at Cowes in November last year.

The present Arethusa is the eighth of the name, the two previous holders having been light cruisers which fought in both of the World Wars.

I am organising a reunion of all "Old Arethusiasts" who would care to come on board on August 18 in Portsmouth Dockyard.

D. G. Glasgow  
(Lieutenant, Royal Navy)  
H.M.S. Arethusa,  
BFPO Ships.

## He's amongst good friends at AGGIE WESTON'S

At Miss Agnes Weston's Royal Sailors' Rests, men and women of the Royal Navy and other services find a warm welcome, a comfortable "home from home" and unsparing help with spiritual, moral and family problems. A sailor's life has many dangers besides physical ones—prompt action by Aggie Weston's missionaries has averted countless human tragedies. Please assist this important work by gift, deed of covenant or legacy.

## Royal Sailors' Rests

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Portsmouth, Hants.  
General Secretary:  
Lt.-Cdr. F. M. Savage, F.C.C.S., R.N.

## TO SAVE THE SHEFFIELD

I WAS very glad to see the letters about the suggested preservation of H.M.S. Sheffield. You would be rendering a great service if you could start an appeal to save this ship. Perhaps the present Mayor of Sheffield would inaugurate the fund.

Joseph A. Young  
Corsley, Wilts.

## GOT VANGUARD MEDALLION

THANK you for publishing my appeal for a Vanguard crest in the June edition. The appeal was successful, and I have received one of the original medallions from her 15-in. guns.

I am looking for crests of two more ships, whom two of the Vanguard aircraft are named after—H.M.S. Agamemnon and H.M.S. Audacious.

If any of your readers posses

## Letters to the Editor

ses one, would they be kind enough to either send it to me to give to the Vanguard Club, or lend it to me so that I may obtain a copy.

Lieut.-Cdr. F. A. Costello  
H.M.S. Blackwood,  
c/o BFPO Ships, London.

## YAVUZ TO BE A MUSEUM?

AS a student of military and naval history, I am planning to go to Turkey to study and photograph the battle cruiser Yavuz, which was formerly the famous Goeben of the Imperial German Navy.

It was presented to Turkey by the Kaiser in rather dramatic circumstances after a spectacular dash through the Mediterranean in 1914, and spent the rest of the war carrying out hit-and-run raids on the Russian coast and fleet.

## BY SEMAPHORE

I READ with interest the account in the "News" Diary of the July edition, headed "Reprieve for Semaphore."

Semaphore has and undoubtedly will continue to have its uses. On Easter Sunday this year, at Scratchell's Bay, The Needles, Isle of Wight, a youth plunged over the 300-foot cliff, and a rescue operation was mounted by H.M. Coastguard at The Needles.

A helicopter from Thorney Island R.A.F. Station, local doctors, R.N.L.I. lifeboat and a Zodiac in-shore rescue boat from Yarmouth, and Needles pilot launch were also involved. The operation necessitated

several descents and ascents of the almost vertical cliff by Coastguards on a line.

During these tricky proceedings, essential communication between cliff-top, beach, and midway positions was maintained wholly by semaphore.

It will be appreciated that the acute angle between cliff-top and the few yards of beach badly distorted the angle of the sender's arms. Nevertheless, essential messages were passed.

There will always be occasions when semaphore provides an alternative line of communication, and it is to be hoped that Royal Navy training in this "dying art" will be continued.

F. Bovington  
(ex-chief yeoman)  
No. 2, H.M. Coastguard  
Station,  
Totland Bay, Isle of Wight.



## The Marines remembered

I HAVE just read the paragraph in your excellent feature on the Royal Marines (July edition), concerning the U.S. Presidential Citation awarded to 41 R.M. Commando after their action at the Chosin reservoir during the Korean war.

It might be of interest to know that this action is commemorated each year among the Sea Cadet units of the London area by the Chosin Cup competition held over rough country, and consisting of adventure training activities.

Having returned exhausted and dirty to the starting point, they have a set time to clean and parade in full uniform for inspection.

The team entered by this unit had the good fortune to be successful for the second year in succession, and recently had the honour of having the cup presented to us by a senior officer of the U.S. Marine Corps.

M. P. Goss  
(Lieut.-Cdr., S.C.C., R.N.R.)  
Commanding Officer,  
Finchley Unit, S.C.C.

The Turkish Navy has recently released the ship, and there is now an exciting possibility of her being fitted out as a museum on the lines of the Japanese Mikasa.

Unfortunately, however, there also remains the danger that she might, after all, be scrapped, as was the intention of the Turkish Government last September.

Aubrey Houston Bowden  
Thame Park,  
Oxfordshire

## EXPERIENCES IN THE BAY

THE account by your correspondent, T. F. Britton, of H.M.S. Edgar losing her funnel in the Bay in 1899 reminds me that I was serving as a midshipman in H.M.S. Resolution in the Mediterranean in the autumn of 1926, when we were due to return to Pompey.

One side of the base of the funnel had rusted away, and Malta Dockyard rigged a triatic stay from the foremast, under the band on the funnel to which the guys are secured,

and thence to the mainmast. We brought home four 13.5-in. guns, spares for the Iron Duke class that had left the station in March, 1926. They were secured on the forecastle by the Dockyard in a most seamanlike manner. In spite of heavy weather in the Bay, we arrived home intact.

J. H. Gretton  
(Commander, Royal Navy,  
Ret.)  
London, N.W.2.

## TO HIS AUSSIE FRIEND

THANK you for reminding me that my "Navy News" subscriptions had expired. I would not like to let my Aussie friend down, for it is a splendid paper, and we all enjoy it. I am hoping it will greatly increase. Heaps of luck.

W. B. May  
London, N.W.5.

## NO SQUADRONS IN FUTURE

FOR some years now I have found "Navy News" most interesting and enjoyable, enabling myself and, I am sure, many others, to keep in touch with our old Service.

One of the most interesting items is the drafting forecast, which enables one to get a fair picture of what each individual ship is doing, whether she is refitting, is in a squadron, etc.

You have now ceased to publish the squadron which each ship is going to join.

Can you possibly reintroduce this very interesting information? In the past there was usually great rivalry between each flotilla, as they were then called, and I am sure it is the same today.

F. J. Williams  
Malmesbury,  
Wilts.

(Destroyers and frigates are, it is understood, in the future to be commissioned, refitted, and deployed independently.—Editor.)



## Victory Medal for Jutland?

THIS medal appears to have been struck to celebrate Jutland. Can you assist please, or some of your older readers, with any information regarding same?

Arthur Diprose  
Purley,  
Surrey.

On the obverse of the medal are the words, "To the glorious memory of those who fell that day," and the date, "31 May, 1916." On the reverse it states: "The German Fleet attacked off the coast of Jutland and driven back into port with heavy loss.—Admiral Sir John Jellicoe, Commander-in-Chief, Vice-Admiral Sir David Beatty, Commanding Battle Cruiser Fleet."

## Admiral likes his 'News'

(From Admiral Sir Alan Scott-Moncrieff)  
I THINK your paper is excellent. I read every article.  
Alan Scott-Moncrieff  
London, N.W.11.



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Fun aboard H.M.S. Albion on her visit to Kobe, Japan. A party was held for children from local orphanages.



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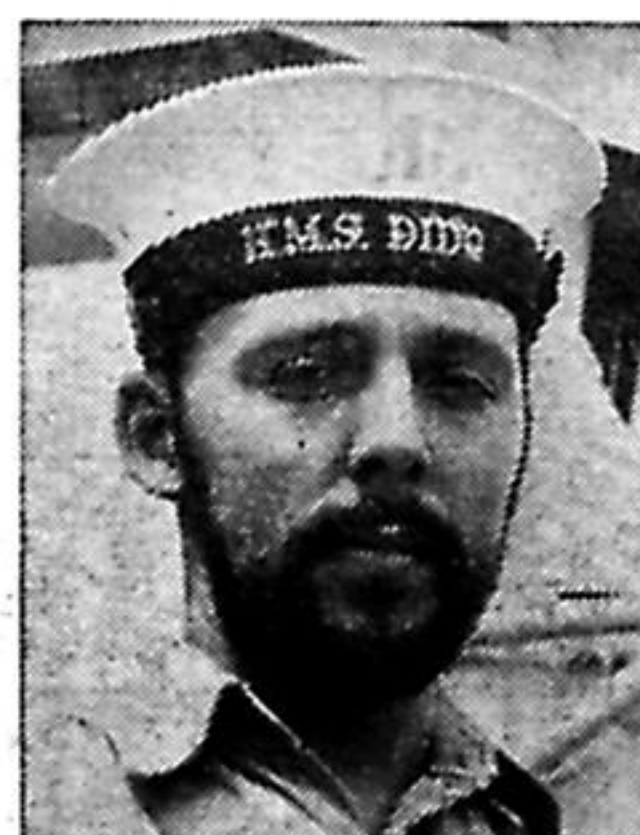
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## H.M.S. Dido's 'National Health Service'



Surg.-Lieut. P. Bush, R.N.



L.M.A. George Rowe



Lieut. M. Goodman, R.N.

## Flying dentist was a popular attraction

A COMPLETE "Flying Doctor and Dentist Service" of her own was the boast of the Royal Navy Leander class frigate, H.M.S. Dido, during patrol service at Tawau. Her Wasp helicopter was used to fly the ship's medical officer to deal with cases in small communities spread over 2,000 square miles of eastern Sabah.

Lieut. Michael Goodman, R.N., aged 27, whose parents live at Halifax Road, Huddersfield (Yorks), piloted Surg.-Lieut. Peter Bush, R.N., hundreds of miles to makeshift surgeries on islands and in isolated regions close to the Indonesian border. Married with three sons—his wife and young family live at Perran Down, Goldsithney (Cornwall)—he set his aircraft down on beaches and in gardens and jungle clearings to deal with 150 patients. Cases of malaria received attention as well as lesser ailments and injuries, while teeth extractions—three dozen were removed under the gaze of numerous spectators—were reported as "popular."

Surg.-Lieut. Bush, aged 25, is the son of Vice-Admiral Sir John Bush, Vice-Chief of Naval Staff, whose home is at Greenways, The Avenue, Farnham (Hants). He entered the Royal Navy in July of last year.

With him flew Leading Medical Assistant George Rowe, aged 23, married with a home at Crock Lane, Bridport (Dorset), and one of three brothers all serving in the Royal Navy. His mother lives at St. Michael's Street, Penzance (Cornwall).



"Are you sure you tied it to the bad tooth?"

## Agincourt visited 14 ports in her cruise

DURING a two-month "Meet the Navy" cruise around Britain, H.M.S. Agincourt, the fleet radar picket, visited 14 ports, including London, Sunderland, Hartlepool, Glasgow, Aberdeen, Dundee, Grimsby, and Hull. The object of the cruise was to boost naval publicity, and 1,225 boys and 186 adults were taken to sea during daytime, and 177 boys and 33 adults made overnight trips.

A further 2,620 boys and 331 adults were taken on short harbour trips, and when open to visitors, 10,555 people went on board.

H.M.S. Agincourt, commanded by Cdr. F. W. Burgess, R.N., left Portsmouth on July 25 for the Mediterranean, and she is expected to return to Portsmouth in the autumn for a refit, prior to a General Service Commission on the Home, Mediterranean, and Far East stations.

## Yard blaze at Chatham

A fire at Chatham Dockyard on July 12 brought a huge warehouse to a blazing skeleton in 15 minutes.

The warehouse, known as the Old Victory shed on No. 2 slipway, erected in the 18th Century and made almost entirely of wood, was used during the building of H.M.S. Victory.

No one was hurt, but cars inside the shed were badly damaged.

## HOW TO HELP SAAFA FUNDS

This year the Soldiers', Sailors' and Airmen's Families Association is producing four colourful Christmas Cards, ranging in price from 4s. a dozen to 12s. a dozen.

When considering their Christmas Card requirements personnel may well like to buy these cards which will benefit the funds of SAAFA, which endeavours to assist their families when help is needed.

Order forms, etc., may be obtained from the SAAFA Christmas Card Dept., 27 Queen Anne's Gate, London, S.W.1.

Vice-Admiral Hubert Monroe, Senior Officer, Nore Defence Flotilla in the First World War, and an A.D.C. to King George V, 1929, has died at the age of 88.

## Navy 'deluge' aid in Hong Kong

ALTHOUGH Hong Kong is accustomed to facing typhoon threats, the unprecedented rains during May and the first half of June made runs ashore somewhat akin to a swim.

The heavy rains coincided with an unusually large number of visiting ships—Devonshire, Salisbury, Ajax, Dido, Andrew, Euryalus, Eagle, Fort Langley, Tideflow, Reliant, Tidepool, Melbourne, Yarra, Vampire, Derwent, Curlew, Hawk, Gull, Supply, Sydney and Vendetta.

In addition H.M.S. Hampshire, with the Commander of the Far East Fleet (Vice-Admiral Sir Frank Twiss), and Chichester arrived on the Monday morning after the exceptional deluge on Saturday and Sunday, June 11 and 12.

This deluge, following the previous heavy rains, brought disaster to the colony on June 12. There were 150 landslides of varying sizes on Hong Kong Island, and there was extensive

flooding in the New Territories. Torrents of water, mud and rocks swept down the hillsides carrying away cars, flooding houses, wrecking roads and damaging communications, water, gas and electricity supplies.

Over 70 people lost their lives and 5,000 were made homeless.

The Commodore's house on a steep slope by the Peak Tram track suffered badly and had to be evacuated.

The Government and the Services moved quickly and relief measures were put in hand at once. On the Monday after the deluge helicopters from H.M.S. Eagle and H.M.S. Hampshire provided invaluable help carrying stores and persons involved in relief work.

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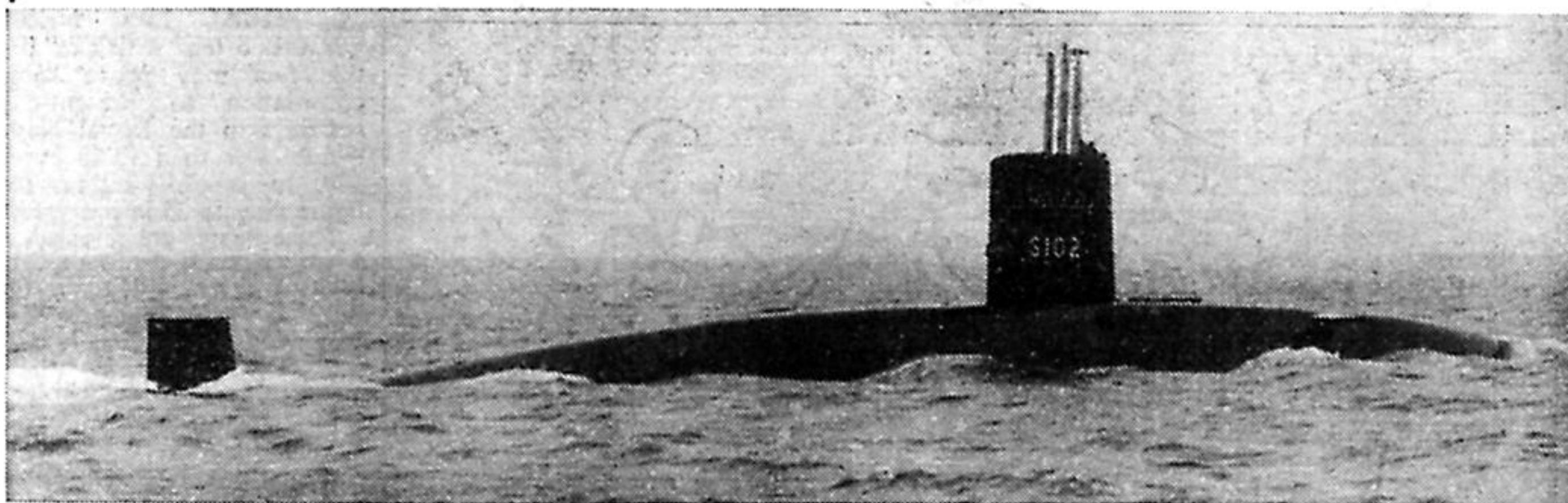
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## SUBMARINERS' CORNER

## FIRST ALL-BRITISH NUCLEAR SUBMARINE

## Valiant commissions



## OBERON HAD TO USE UMBRELLA

FITTED carpets and vacuum cleaners may cause some surprise in Britain's nuclear submarines, but aboard H.M.S. Oberon they regard an umbrella as an extremely useful piece of shipboard equipment.

Oberon was one of three British submarines which took part in the annual SEATO exercise, designated Sea Imp, for 1966.

Her arrival alongside in Subic, Philippines, was heralded by such heavy rain that the U.S. boarding officer did not even know about it.

The downpour was so tremendous that the submarine could not be seen entering harbour. The umbrella proved its worth.

Riding the submarine observing the "opposition" during the exercise was Fleet TAS Officer, Cdr. J. St. Aubyn-Sayer, R.N., from the staff of the Commander, Far East Fleet.

Cdr. Sayer had a successful exercise managing to rout some of the wardroom "uckers" champions in fierce inter-tribal battles.

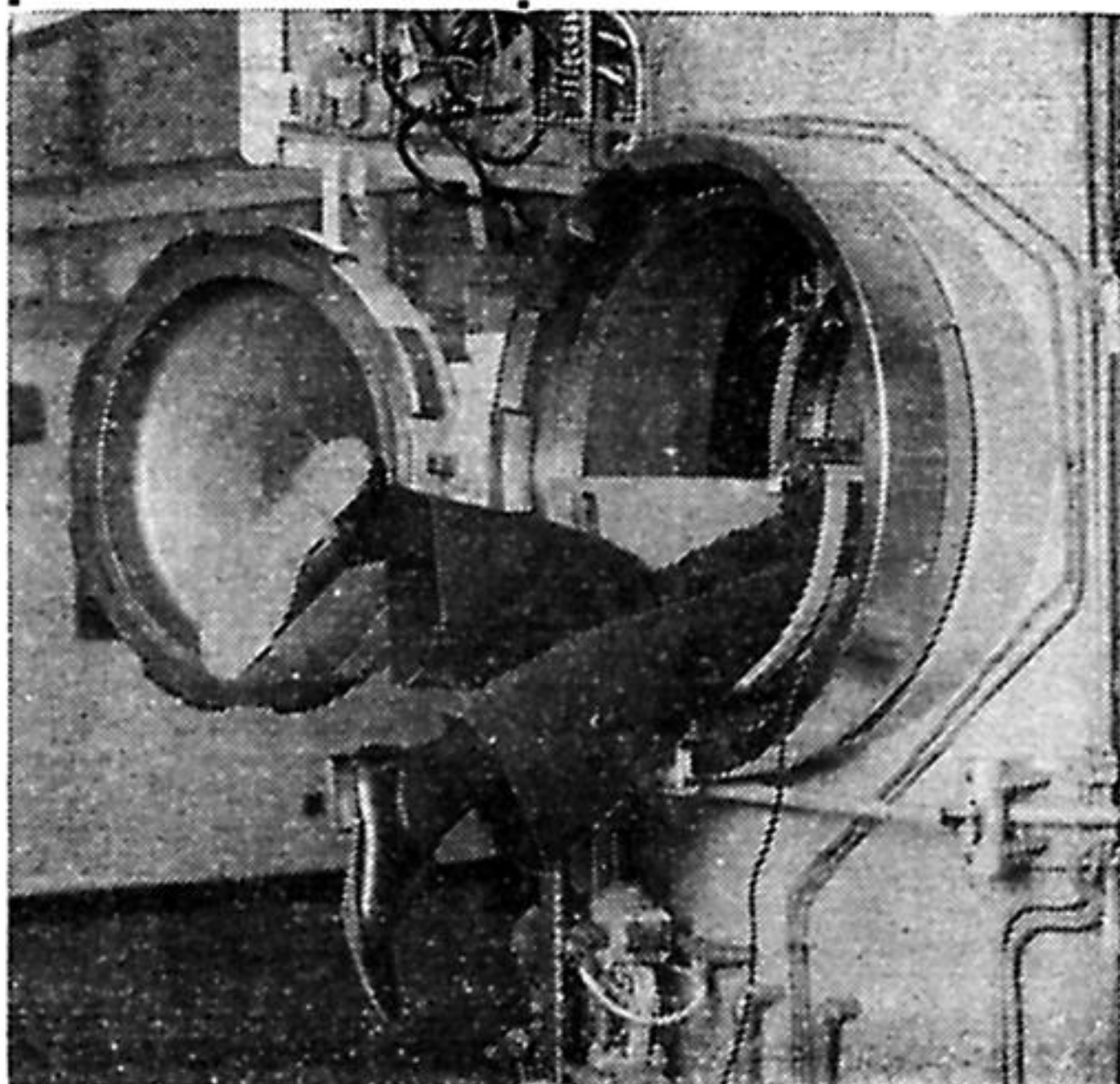
The exercise finished in Bangkok, Thailand, where the friendliness of the Thai people quickly won over all the visitors.

## Andrew's 'break' at Hongkong

AFTER maintenance period in Singapore and inspection, the ship's company of H.M.S. Andrew were happy to be on their way to Hongkong—their first trip away from local waters for a year.

## LOST IN HIS WORK

A rating carrying out maintenance on a Polaris missile at the Royal Navy Polaris School, Faslane.



Later, Andrew operated with the Royal Australian Navy, completed a few laps of the measured mile, and fired a torpedo at the "east ninepin," before joining Exercise Sea Imp.

On passage, Andrew was savaged by typhoon Irma and forced to dive, but arrived in Subic on time.

## A change from Scottish mist

THEY say "The rain in Spain falls mainly on Faslane," but the usually wet Gareloch weather was left well behind when the Third Submarine Squadron Depot ship, H.M.S. Maidstone, and two of her charges, the submarines Porpoise and Ocelot, visited Oslo from June 10 to 15.

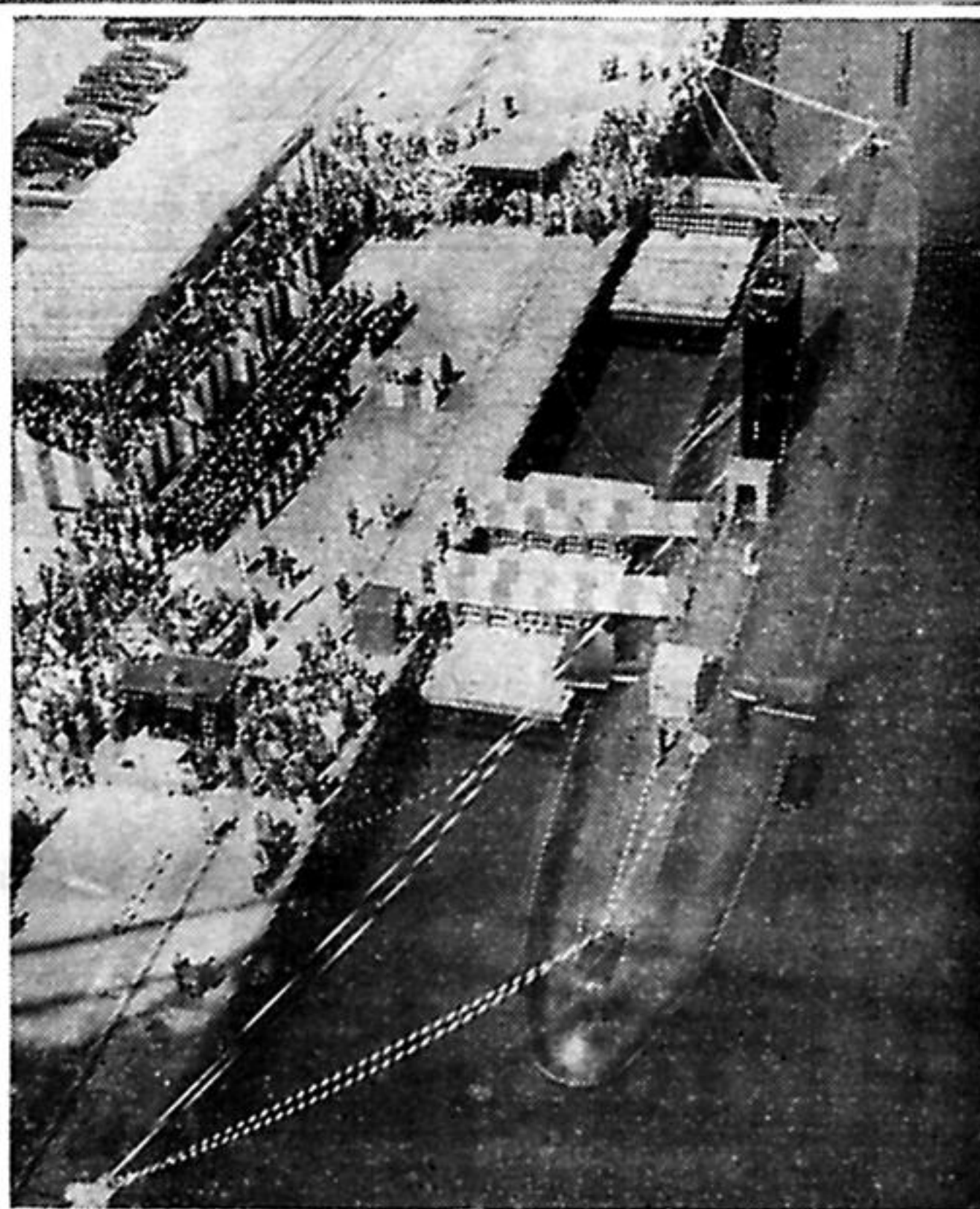
It was fine and hot throughout the visit—the best spell of weather in Oslo for six years—and this and the pleasant setting of the fjord formed the background to a round of shore runs, brewery visits, swimming, and parties, both official and otherwise.

The return "programme" included the official cocktail party, a ship's company dance to which about 150 girls were invited, and entertainment given by the senior rates.

In addition, a party was held in Maidstone for 100 children from Oslo orphanages.

At sport, the rugby XV defeated Oslo R.F.C. 11-10, the soccer team maintained their unbeaten record against NATO H.Q. and the Royal Norwegian Navy, but the tennis and golf teams both suffered defeat.

The fine weather lasted until



Scene in the Barrow-in-Furness shipyard of Vickers Armstrong (Shipbuilding) Group at the commissioning of H.M.S. Valiant. The top picture is of Valiant returning to Barrow after 16 days at sea undergoing contractors' trials.

the return to the Scottish coast, when the mist appeared to greet them.

## Alderney had bikini study

THREE small boys of Ajaccio, Corsica, had a submarine to themselves one afternoon. They were the only visitors to arrive for an open day held by H.M.S. Alderney.

However, the beautiful weather, beaches, and bikinis provided more than adequate compensation to the ship's company.

The submarine returned to Dolphin on June 10 after an absence of four weeks, the Mediterranean visit also including calls at Gibraltar.

## Long Service Medal award

REAR-ADMIRAL I. McGeoch, Flag Officer Submarines, on a visit to Barrow-in-Furness, presented the Long Service and Good Conduct Medal to E.A. (1) W. H. Taylor, of H.M.S. Resolution. He is the first rating to receive this medal while serving in a Polaris submarine crew.

## Looking for that stuffed sailor

THE work up of H.M.S. Aeneas, says a message from the submarine, has been similar to that of most submarines—hard work and technical failures, with the sure knowledge that "if we don't get it right now we never will."

The coxswain finished the 1942 beans, and the first lieutenant and the engineer finally wore out the wardroom typewriter buffing up the orders for unlikely contingencies.

At last the captain ran out of those foul, choking smoke bombs (requests for holidays at Netley had mounted), the tele-motor pressure failed, the lights went out, the officer of the watch flooded the control room bilges, and then at last they were qualified and able to go home for leave and maintenance.

During the maintenance period, Aeneas met H.M. sub-

marine Rorqual, fitted with a 20 mm. gun. Beside Aeneas's 4-in. pirate chaser it seemed a bit of a popgun, but perhaps they'll water it and hope it grows.

Later, three days of exercises were followed by an evening in Dartmouth.

Traditionally the seamen's mess say that hanging outside the cadets' mess is a stuffed sailor which they have to kick.

Alas, the first lieutenant walked all the way up the hill for his fourpence worth. All he found was a picture of the captain's father, so presumably he gained some satisfaction.

## Best model—a Wren

AN unusual sight greeted yachtsmen in the Solent as H.M. submarine Token, off Cowes, embarked four fashion models and their photographic team.

Token and the Dolphin yacht Cyclops were to provide the "nautical" background in photographs of "op gear" for a glossy magazine.

The ship's company interest in current affairs increased as pink PVC mini-skirts, cat suits, and transparent raincoats were produced.

A.B. Robert Hughes, of Liverpool, was co-opted into the photographs, while Coxswain Derek Perkins noted the male photographers' shoulder-length hair with evident disapproval.

The seamen's general verdict was that the models were like half-starved greyhounds, and that Wren Jill Heritage, from F.O.S.M.'s staff, who had come along to help, was much more their cup of tea.

## EXHILARATING SAUNA BATH

WHEN H.M. submarine Opportune arrived in Karlshamn on a five-day goodwill visit, an eager ship's company streamed ashore to find lodgings, as the entire submarine was on subsistence allowance for the visit.

After an introduction to Swedish drinking customs, there were parties, sightseeing, dinners, dances—and of course a "return" programme.

Opportune's soccer team went down 8-2 to Hogadal Athletic Club (it was only afterwards they found that the locals were of Division II standing).

Officers were invited to the summer house of Mr. H. Stone, the Harbour Director, for a pleasant afternoon of swimming, eating, and the dreaded sauna bath.

This was found to be a most exhilarating experience, especially the jump into the cold lake after having sweated it out in a hot box for 20 minutes.

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## Navy News

EDITOR:  
W. WILKINSON  
Royal Naval Barracks, Portsmouth.  
Tel.: Portsmouth 22351 (Ext. 72194).

### Getting in 'fust'

THE 1966 Royal Tournament has closed with another triumph for the Fleet Air Arm in the field gun contest, and the clipping of a fraction from the record time coincides with a suggestion in our letters page that the runs are now too fast.

According to the writer, the public are being deprived of the drill spectacle for the sake of sheer speed. But would the public have it otherwise? Competitive spirit goes to the roots of our tradition, and in the armed forces being quicker and better than the other fellow has an underlying purpose of greater importance than normal athletic excellence.

As the public see it, the field gun run is another sport—a hop, skip and jump of unusual dimensions, strength, and skill. The Royal Tournament would lose an enormous amount of popular appeal without the competition in its present form.

It is worth remembering that victory at Trafalgar went to the side with the best gunners, and there is little doubt that Nelson would have thoroughly approved of speed with perfection, as demonstrated so convincingly by the Fleet Air Arm.

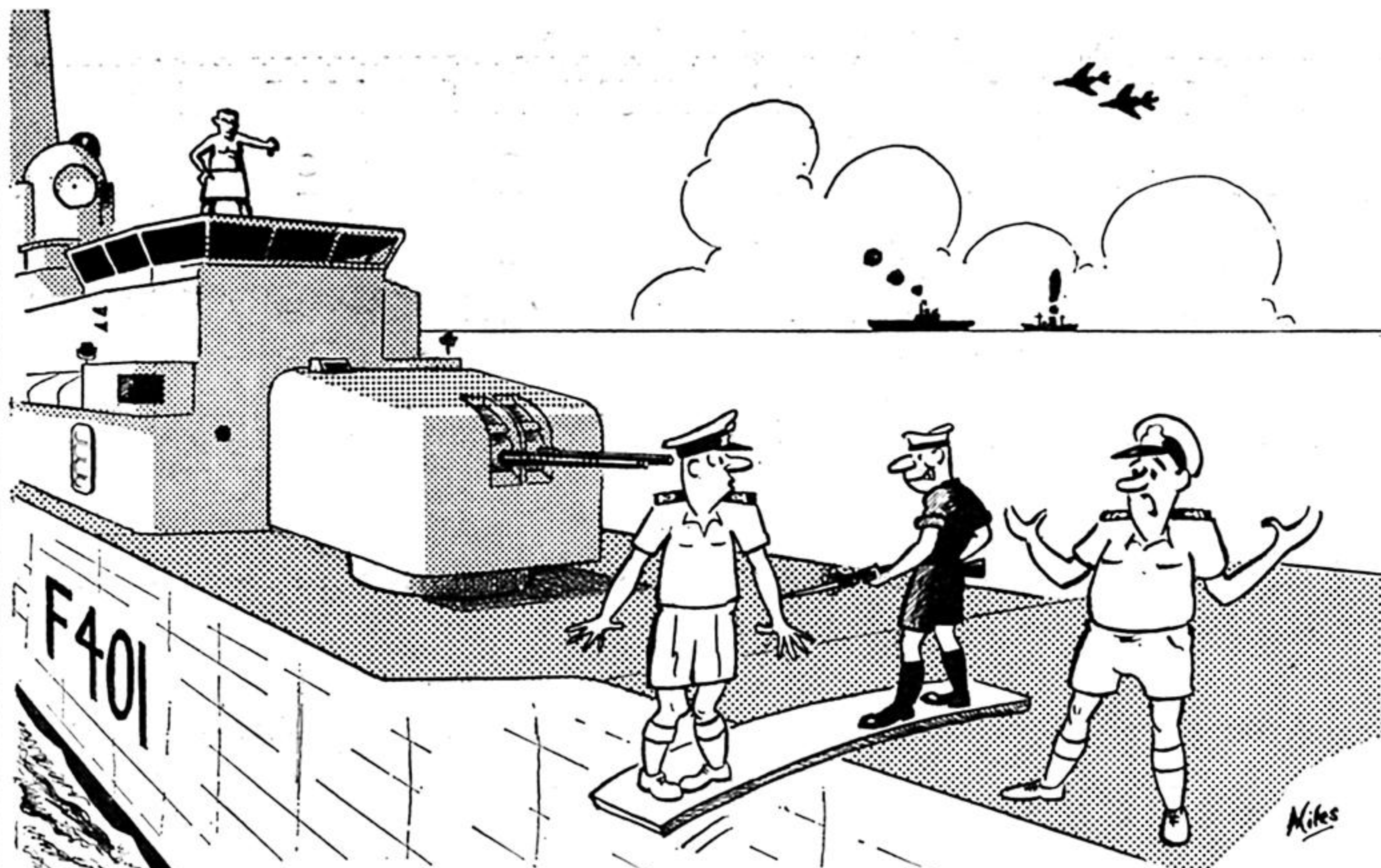
*Thrice is he armed that hath his quarrel just, but four times he who gets his blow in fust.*

### Memorial

IF Turkey finally decides to preserve the battle cruiser Yavuz, formerly the Goeben of Kaiser's Germany, it will not be surprising to have a reawakening of British feeling for some similar effort.

So far, Britain has managed to save two 15-in. guns in a Southwark park, about which the local authority has commented: "The guns are a significant relic of the battleship era. Other countries with formidable naval histories have preserved entire battleships, but this country, notwithstanding its naval traditions, has kept nothing comparable."

And nothing will be done in the absence of spirited agitation. There appears much to commend the idea of preserving H.M.S. Sheffield. It would be consolation for the loss of Vanguard, and a worthy memorial.



"Well I warned you never to steer a course that casts shadows over the old man when he is up there sunbathing"

### MODERN APPROACH TO A LIFE AT SEA

# Career in the Navy still 'special'

FATHERLY adviser to would-be recruits at the Royal Navy and Royal Marines Regional Careers Headquarters at Southampton is Lieut. Harold C. Martin, whose Service life reads like the battle honours of a famous ship.

Being a young Martin he had, of course, to be "Pincher," but a more appropriate nickname might well have been "Lucky." And it all began with a three-penny bit.

For young Martin, a naval career was almost inevitable, being the grandson of a P.O. lost in the Victoria and Camperdown disaster, the son of a C.P.O., and nephew of Admiral Sir Benjamin Martin, who rose to flag rank from the lower deck.

Like his father and brother, he was a (Greenwich) Royal Hospital School boy, and joined the Navy during the General Strike in 1926—40 years ago.

### Lucky 3d.

At H.M.S. Ganges, Martin was an instructor boy, and eventually joined his first ship, H.M.S. Iron Duke. Service followed in a variety of ships until the outbreak of war.

And that was where the three-penny bit came in.

He said cheerily to his relatives, among them old Aunt Polly, who gave our 27-year-old (now a husky petty officer) a silver three-penny bit. "I always give the boys one," she said.

The tiny coin stayed in

Martin's belt pocket throughout the dangers which lay ahead, and afterwards it was mounted on a chain as a necklace, and was treasured by his daughter.

Petty Officer Martin had gained his advancement from leading seaman in an unusual way. While in the battleship Barham he was involved in the rescue of six young seamen off Corfu.

### Now a P.O.

A few days later, Admiral Sir Dudley Pound called him to the quarterdeck and told him, "You are now a petty officer. Go and have your tot of rum." And he needed no second bidding.

Throughout the war, "Lucky" Martin was seldom away from the firing. He served in the Western Approaches, and saw action at Narvik, North Sea patrols, Russian convoys, Sicilian campaign, invasion of Italy, and tussles with E-boats.

He was bombed and dive-bombed, and spent 90 minutes in the sea waiting to be picked up after H.M.S. Wren was blown apart.

The German airmen machine-gunned survivors in the water, but Petty Officer Martin was one of the lucky ones. About half a dozen of them swam round together and were rescued.

### Met again

"I lost touch with most of them afterwards," he said, "but did meet one of them last year—A. B. Bromidge, R.N.V.R., who had just retired from the Reserve."

Service in the Sicilian and Italian campaigns gained

### ALBERT MEDAL AWARD

A young Royal Navy officer who was drowned while heroically rescuing three Iranians from a sinking dhow during a gale in the Persian Gulf last December, has been posthumously awarded the Albert Medal—first instituted by Queen Victoria exactly 100 years ago.

He was Lieut. Peter Gordon Robertson, R.N., of Falmouth.



Lieut. H. C. Martin, R.N.

Martin, now a chief, a Mention in Despatches.

He did not escape entirely unscathed. At Narvik a bullet grazed his ankle, and on a Russian convoy he slipped on the icy deck and damaged an elbow. But in all the real trouble the three-penny bit seemed to work its charms.

After the war came a commission, and Lieut. Martin became interested in the careers branch, being now second-in-command at the Regional Head-

quarters at Southampton.

"I must have seen thousands of boys going into the Service," he told "Navy News," "and many of them come back into the office to visit us again."

"There are no complaints, and they are thoroughly enjoying the adventure and prospects of the Royal Navy today."

Lieut. Martin said that the old "recruiting office" idea was far away now.

"A Service career is considered with the same seriousness as any other job," he said. "Mums and dads come along, and we have close contacts with youth employment officers and the schools."

"Parents often keep in touch with us, and let us know how their boys are progressing."

### Sportsman

Like today's new entries Lieut. Martin took full advantage of the opportunities for sport and hobbies.

His games were rugby and water polo. He played as inside three-quarter for the Navy. Malta, against the R.A.F., and might well have gone on to greater heights, but hostilities meant rather more work than play.

And how does Lieut. Martin sum it all up?

"The Royal Navy has always had something special to offer," he said. "But never more so than today."

## Navy has 13 in 100 sea-sick sufferers

ADMIRAL Lord Nelson was often sea-sick, and this fact may prove some consolation to present-day sufferers in the Royal Navy—no fewer than 13 in every 100. In rough weather, the figure rises to 25 in every 100.

These figures are revealed in a survey made by Surg.-Cdr. John Walters, R.N., of the Royal Navy Medical School at Alverstoke.

In bad weather, says Cdr. Walters, sailors need about four days to find their sea legs.

Cdr. Walters says that the figures relate to men actually reporting for treatment. It is probable that the true incidence is higher.

### SERIOUS PROBLEM

He added that sea-sickness is a serious problem for the Services.

"It is likely to worsen as men become more mobile, their duties become more varied, and the level of responsibility allotted to individuals increases."

Doctors have been trying for years to find an ideal cure for sea-sickness, but no ideal remedy is yet available.

Like the Navy, the Army is anxious to find a cure. Soldiers making assault landings have been affected and, indeed, many of the men who landed on the Normandy coast on D-Day were ill during the Channel crossing.

## ITALIANS AT CHATHAM

The Italian Naval Ship San Giorgio, 4,500 tons, originally built as a fast light cruiser (completed June, 1943), converted to a fleet destroyer in 1951-56, and further adapted as a training ship for 130 cadets of the Italian Naval Academy, visited Chatham from July 25 to August 1.

The ship is commanded by Capt. Giovanni Sorrentino, It.N., and in addition to the cadets, she has a complement of 20 officers and 236 ratings.

While at Chatham those on board played against local Naval teams, and many were spectators at World Cup matches in London.

On July 26 there was a dance in honour of the visitors in the Town Hall, Chatham, and tours were arranged to London and the Royal Naval College, Greenwich.

## First Phantom for the Navy

The first flight of the Phantom F4K aircraft for the Royal Navy took place at St. Louis, America, on June 28—a major milestone in the development of the project. Claimed to be the fastest and most effective fighter in the world, it is powered by Rolls-Royce Spey engines.

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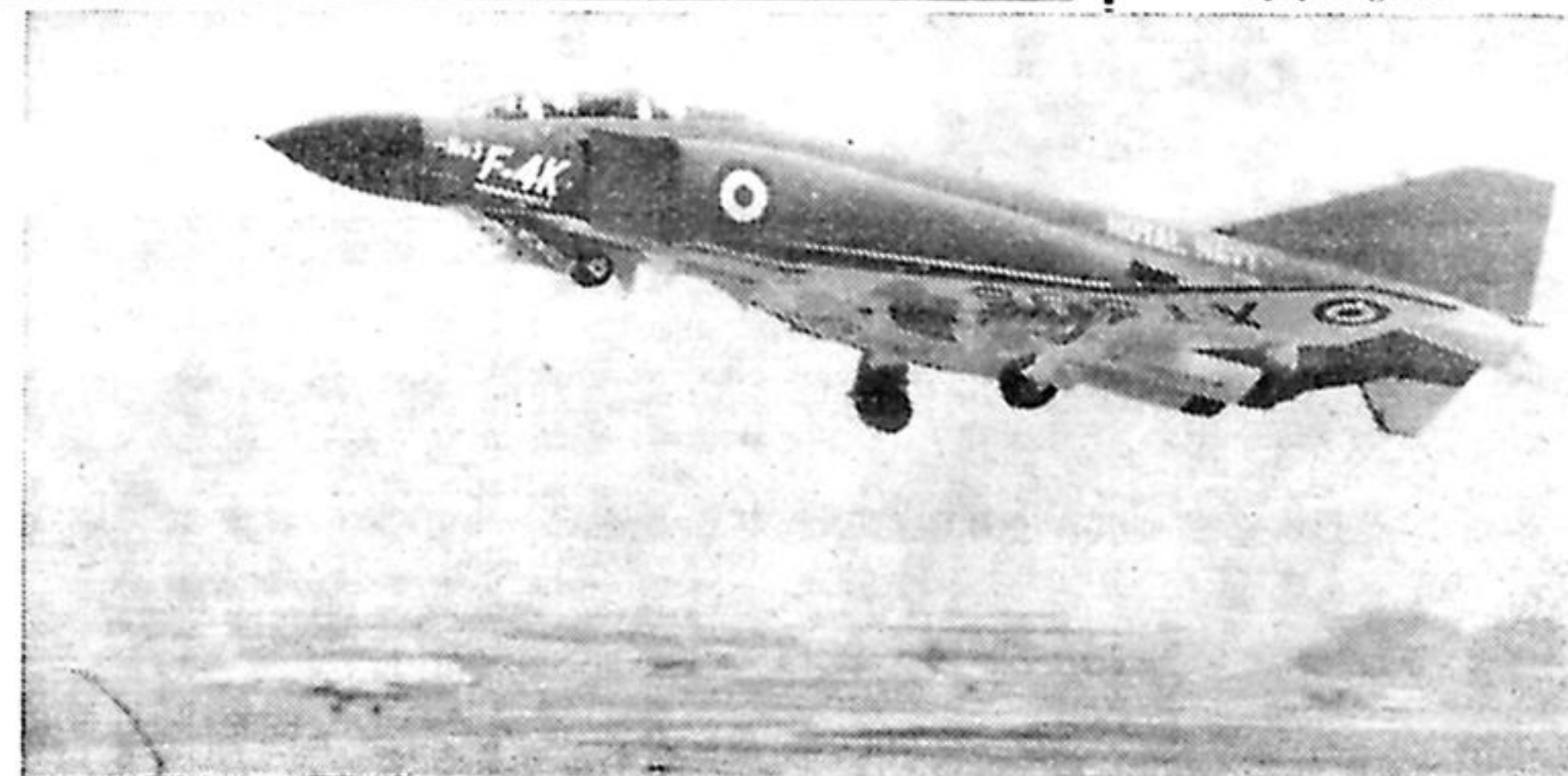
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# NAVY DAYS

## Ships and displays to delight crowds

### PORTSMOUTH AND PLYMOUTH VIE IN ATTRACTIONS

**A**LTHOUGH the days have gone when it could be said that Britain had the largest navy the world had ever seen, the Royal Navy, with nearly 600 ships, ranging from the mighty carrier, to submarines as big as cruisers, to small auxiliaries, is still a tremendous force.

Compared with the U.S.S.R.'s 3,275 ships and the U.S.A.'s 2,435, it is true that the Royal Navy may appear somewhat puny, but today Britain does not expect to have to fight another war—if ever one should come—on her own.

She and her allies—N.A.T.O. and the Commonwealth—can muster over 5,000 ships spread throughout the world. And among the Royal Navy ships in

this huge number are some of the most modern and efficient of their type in the world.

Where are the ships of the Royal Navy? The largest numbers are in the Far East, but they can also be found in Home Waters, the Mediterranean, the Middle East, the West Indies, and the South Atlantic.

#### SAFEGUARDING MERCHANTMEN

They have been strategically placed to preserve peace and to



### PLEASURE—AND AID

**T**HE primary object of holding Navy Days (and Air Days) is to show the Royal Navy to the public as a stimulus to good relations, and recruiting and, at the same time, to raise money for naval charities.

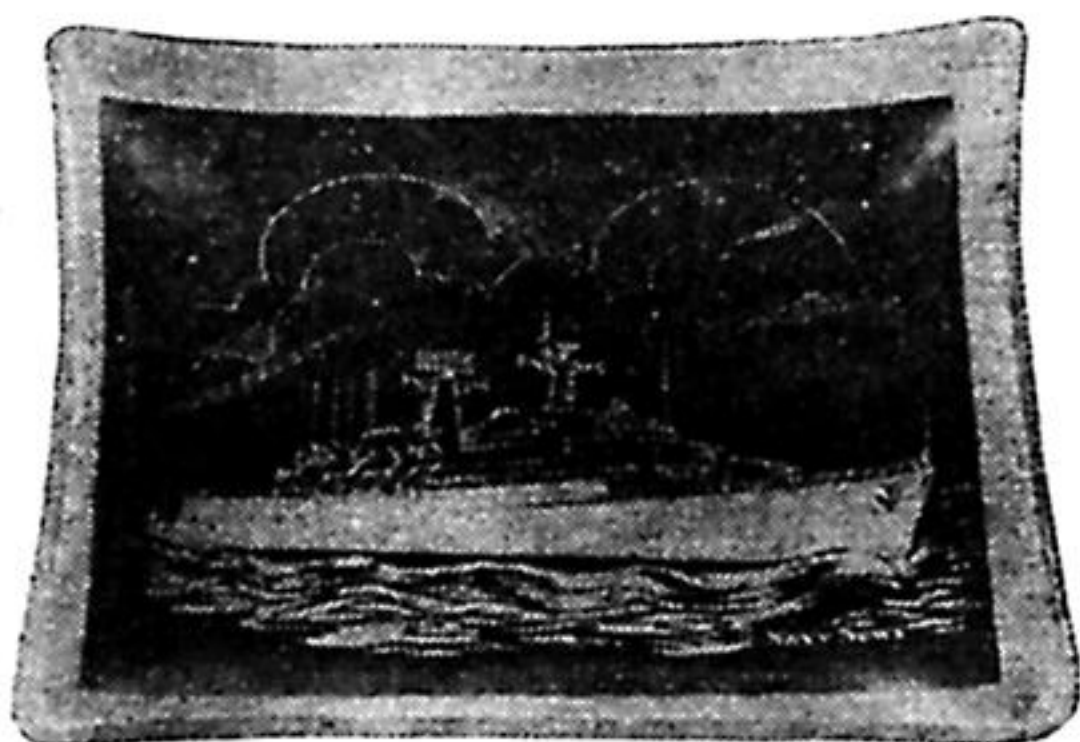
Hundreds of thousands have seen the ships and aircraft and met the men of the Royal Navy over the past years, and many have expressed their great interest and pleasure in all that they have seen.

The combined attendances at the Portsmouth and Plymouth Navy Days in 1965 totalled 121,017, and the net proceeds amounted to £16,078.

From Navy Days and Air Days held last year, £28,350 was distributed, the main amounts going to the Royal Naval Benevolent Trust and the King George Fund for Sailors (£8,172 each).

### Navy News

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## Aircraft carriers among ships on view

safeguard the 4,500 ships of the Merchant Navy (21,500,000 tons gross) in all the oceans of the world.

A representative cross section of Britain's naval strength is on view at Plymouth and Portsmouth on August 27, 28, and 29.

Visitors to H.M. Dockyards at these two places may tread the decks and see the conditions in which the sailor lives and works and has his being.

In a modern ship, filled with intricate, sophisticated equipment, for propulsion, for detection, automatic fire control, and the like, space is always at a premium, but the sailor always knows how to make the best of things, and his mess, which will lack the space and some of the "mod. cons" of his home on shore, is always made as comfortable as human ingenuity can make it.

#### MAIN DISPLAYS

In addition to the ships themselves, visitors to Navy Day may see many static displays, featuring the day-to-day work of those who "go down to the sea in ships, and occupy their business in great waters."

At Portsmouth, for instance,

a Seacat guided missile can be fired on a practice trainer. Visitors may steer a ship up the Solent by radar, fly in a jet link trainer, hunt a submarine, send a free telegram to a friend in one of H.M. ships overseas, or, if they would really like to go to sea, take a trip in a landing craft manned by Royal Marines.

#### SUBMARINE ATTACK

One display that should not be missed takes place at North Corner. Timed for 1.15 and 4.15 each day, the display will illustrate how Royal Air Force Shackleton aircraft, Royal Naval helicopters and ships can combine to search for and attack an enemy submarine.

In the arena alongside Nelson's old flagship, the Victory, at 4.45 each day, the bands of the Royal Marines and the Royal Green Jackets will play. There will also be a gymnastic display, a Sailors' Hornpipe, a Changing of the Guard ceremony, the Sunset Ceremony with Beat Retreat, all taking place in the arena.

The various "schools" in the Portsmouth area—Dryad, Excellent, Sultan, Collingwood, Vernon, Mercury, Dolphin, and the Royal Marines—all have displays connected with their work, and all worth a visit.

#### FREE SAMPLES

There is, too, an exhibition, with free samples, of cookery, bakery and confectionery, and visitors can see junior cooks under training making savouries, and decorating different dishes.

At Plymouth there is to be a river display, in which the two fast patrol boats, H.M.S. Brave Borderer and H.M.S. Brave Swordsman, with helicopters operating from H.M.S. Lofoten, will take part.

Among the many other displays at Plymouth there is to be a "replenishment" display between H.M.S. Tenby and the Royal Fleet Auxiliary Olma. For youngsters there are trips in "gemini" boats and for lucky prizewinners, trips in a hovercraft.

The Royal Marines display

A striking picture of H.M.S. Ark Royal (53,340 tons displacement full load) in a rough sea. She will be open to visitors at Portsmouth.

their prowess at cliff-climbing, and on a miniature assault course. In the swimming bath there is a "personal survival" display, and in the cinema visitors may rest awhile during the "Fleet in Action."

#### COMBINED OPERATION

"Fleet in Action" is a film-cum-stage show, depicting a combined operations landing. Model ships on a model sea make loud bangs and lots of smoke, and when things become too difficult to do with models, e.g. flying off aircraft, the show is cut from stage to film.

H.M.S. Cambridge, H.M.S. Drake, R.N. Colleges Dartmouth and Manadon have displays, and the Hydrographic School shows how maps are produced.

Space does not permit details of the many displays and exhibits at both places, but visitors can rest assured that their interest will be maintained all the time.

At Portsmouth, where entrance is 3s. (children under 14 —1s. 6d.), the dockyard is to

(Continued overleaf)





## A cruiser in all but name

THE super-destroyer, H.M.S. London (above) will be open to visitors during Navy Days at Portsmouth and will prove a great attraction.

Like H.M.S. Devonshire at Plymouth, the County Class guided-missile destroyers are cruisers in all but name, and are crammed with the most up-to-date equipment for carrying out the triple task of (1) escort duties, (2) part of a task force with ability to bombard in support of land forces, and (3) police duties in any part of the world.

Armament consists of four 4.5-inch radar-controlled fully automatic dual-purpose quick-firing guns, and Seaslug (for long ranges) and Seacat (for short ranges) guided-missile weapons.

County Class ships have combined steam and gas turbine machinery, and are able to develop full power from cold within a few minutes, enabling them to get under way instantly in an emergency.

London is due to sail for several months East of Suez duty later this year.



## SHAPE OF THINGS TO COME?

A HOVERCRAFT, in which lucky prizewinners will be able to take trips, will be at Plymouth for Navy Days.

The one pictured above is the SRN 5, which last year carried out evaluation trials in Malaysian Borneo.

It is seen negotiating some treacherous rapids near Sibiu. During the trials the hovercraft made journeys along the twisting jungle rivers Rajang and Batang Balui.

One journey of 112 miles was covered in two-and-a-half hours. By ordinary means such a journey would have taken days.

### H.M.S. PHOEBE

H.M.S. Phoebe (left) is a Leander class frigate, and is open to visitors at Plymouth. Built by Alex. Stephen & Son, Glasgow (1963 to 1965), Phoebe is one of 19 of this class either in service or being built.

The frigate is now on a General Service Commission and, after a period in Home Waters, will go to the Far East.

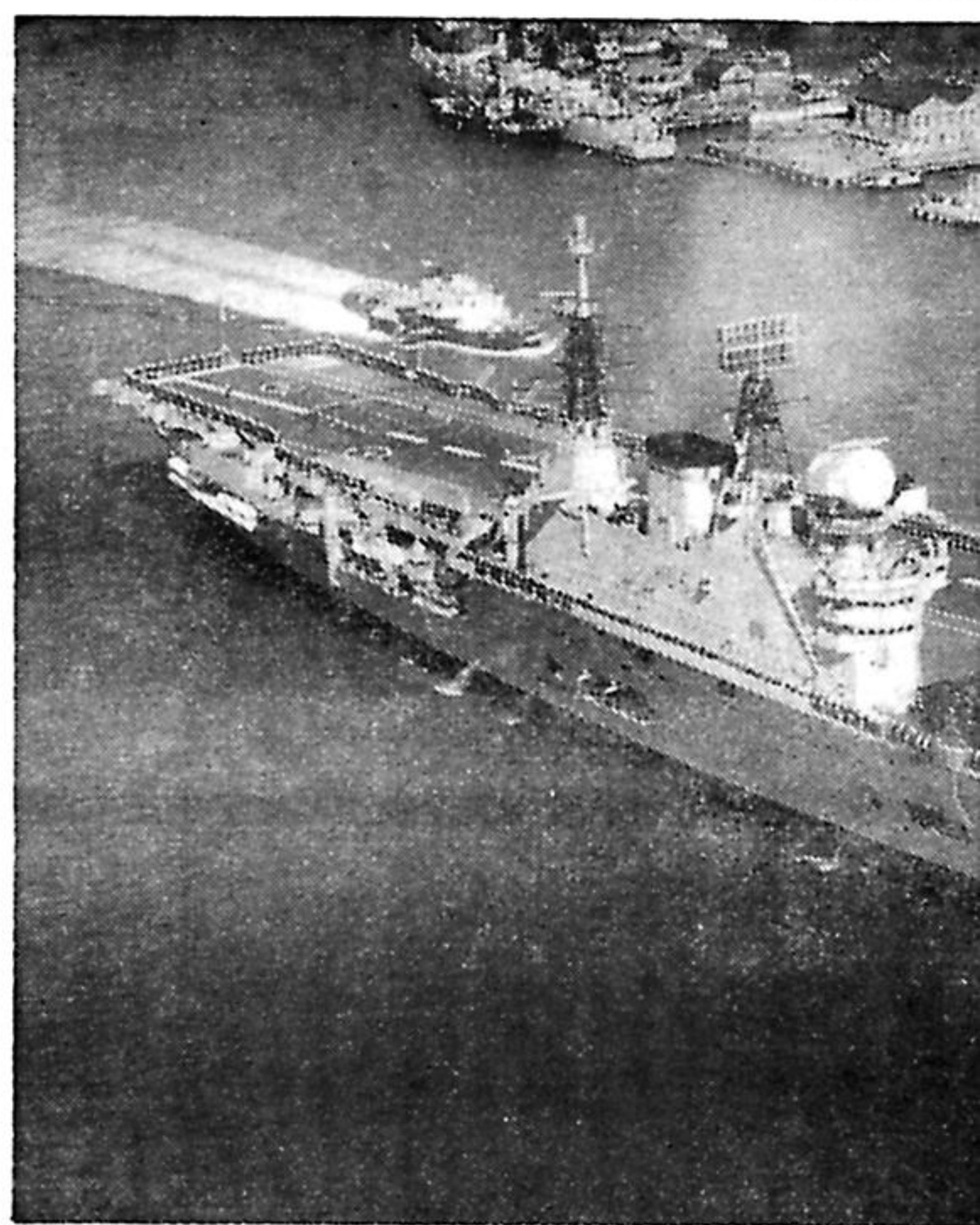
### H.M.S. EASTBOURNE

Also open to visitors at Plymouth is the Whitty class anti-submarine frigate H.M.S. Eastbourne (right).

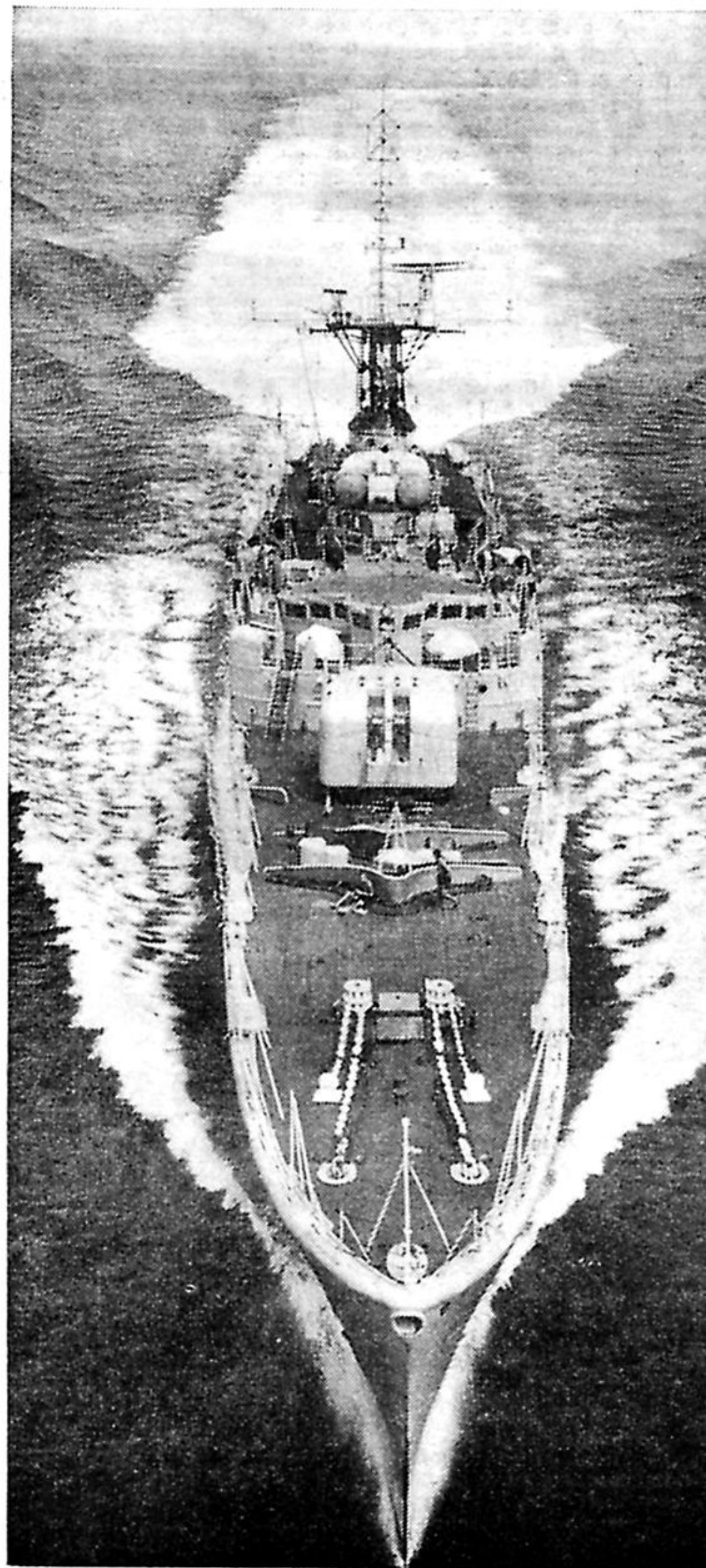
The Whitty class are fitted with the latest underwater detection equipment and anti-submarine weapons.

Of 2,560 tons (full load) displacement, the ship's company is about 190 officers and men.

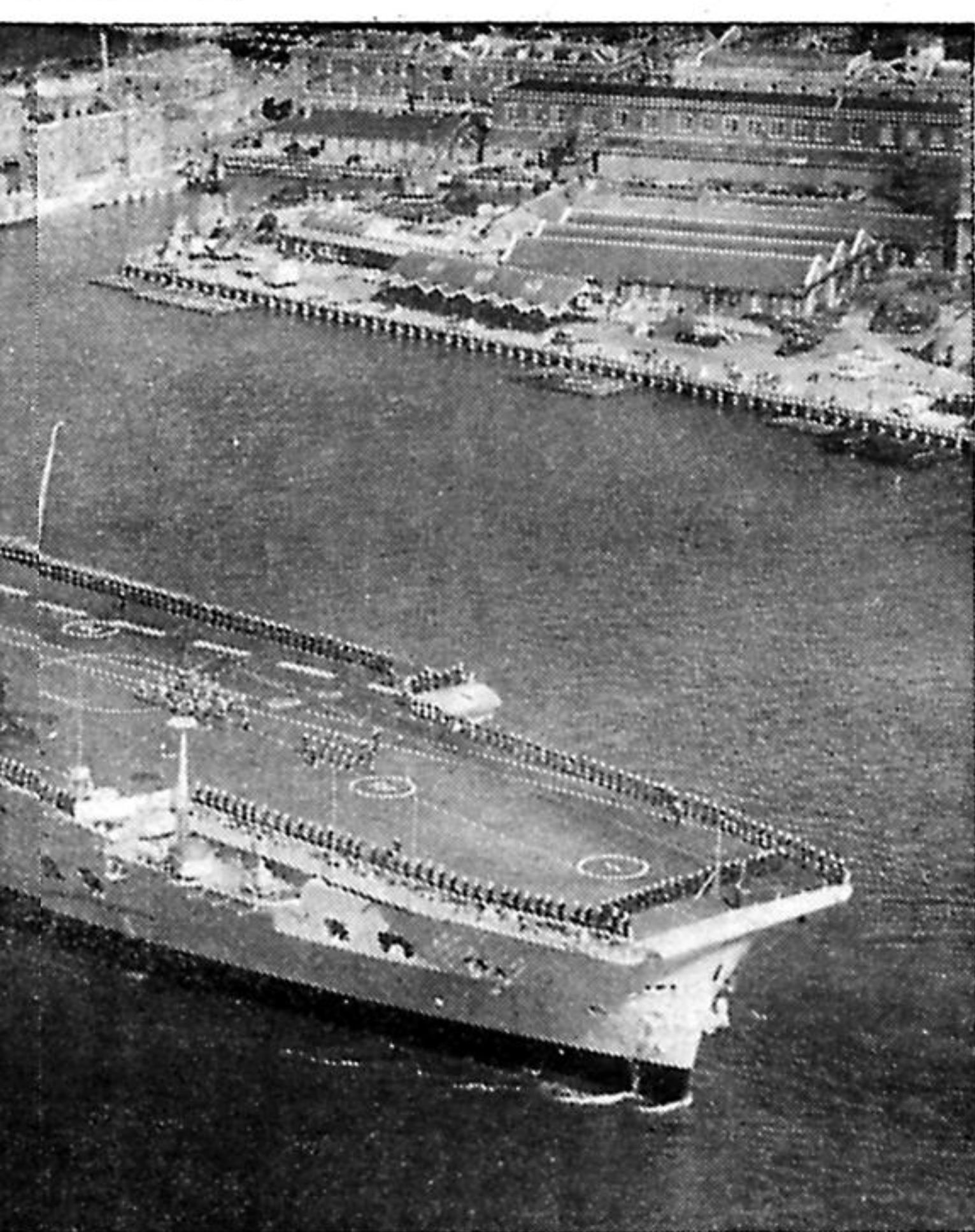
Leader of the Dartmouth Training Squadron for the past year, the ship will give visitors as comprehensive a look at life on board a warship as is possible—from guns to galleys and from messdecks to anti-submarine mortars.



## Eagle—the







# big draw at Plymouth

(Continued from page i)  
be open at 10.30. Ships will be open to visitors at 12.30. There is a car park in the Royal Naval Barracks (coaches 5s., cars 2s. 6d.), and a coach park in the dockyard (£4 including all passengers).

Snack lunches may be obtained from the N.A.A.F.I. in the barracks, and light refreshments will be available in the marquees in the dockyard.

At Plymouth the entrance fee is 2s. 6d. (children under 14—1s.). Special buses are being run from the Civic Centre to the Navy Days Centre, and there are ample car parking facilities (10s. including occupants).

The ships, however, are always the main attraction, and the organisers at both Plymouth and Portsmouth are lucky in that they can show so many different types of warships—from the carriers Ark Royal and Eagle, the guided missile destroyers London and Devonshire, to submarines and the much smaller craft.

## SHIPS "OPEN"

Ships open to visitors at Portsmouth will be Victory, Ark Royal, Fearless, London,

Minerva, Rhyl, Sirius, Russell, Dundas, Fife, Alderney, Fin-whale, and R.F.A. Oleander.

At Plymouth the following ships are open—Eagle, Tiger, Devonshire, Phoebe, Zest, Relentless, Eastbourne, Hecla, Hecate, Otus, Opportune, and R.F.A. Olva.

Photographs of some of these ships are shown, with a few details concerning them, in this special feature.

Navy Days give an opportunity for thousands to see part of "the life line of the Commonwealth," and there is an added attraction in that all profits are devoted to naval charities.

The assault ship H.M.S. Fearless, open to visitors at Portsmouth, carries assault landing craft which can be floated through the open stern by flooding compartments in the ship and lowering her in the water. She can transport about 900 troops, complete with tanks, lorries and trucks. Manned by officers and men of the three services, Fearless has a complement of about 520.

## CHARTS AND STORES ARE ESSENTIAL

THE unending task of charting the seabed at home and overseas, and new tasks, including oceanic exploration made necessary by the development of nuclear submarines and the increasing number of super tankers, keeps the Navy's survey fleet at full stretch.

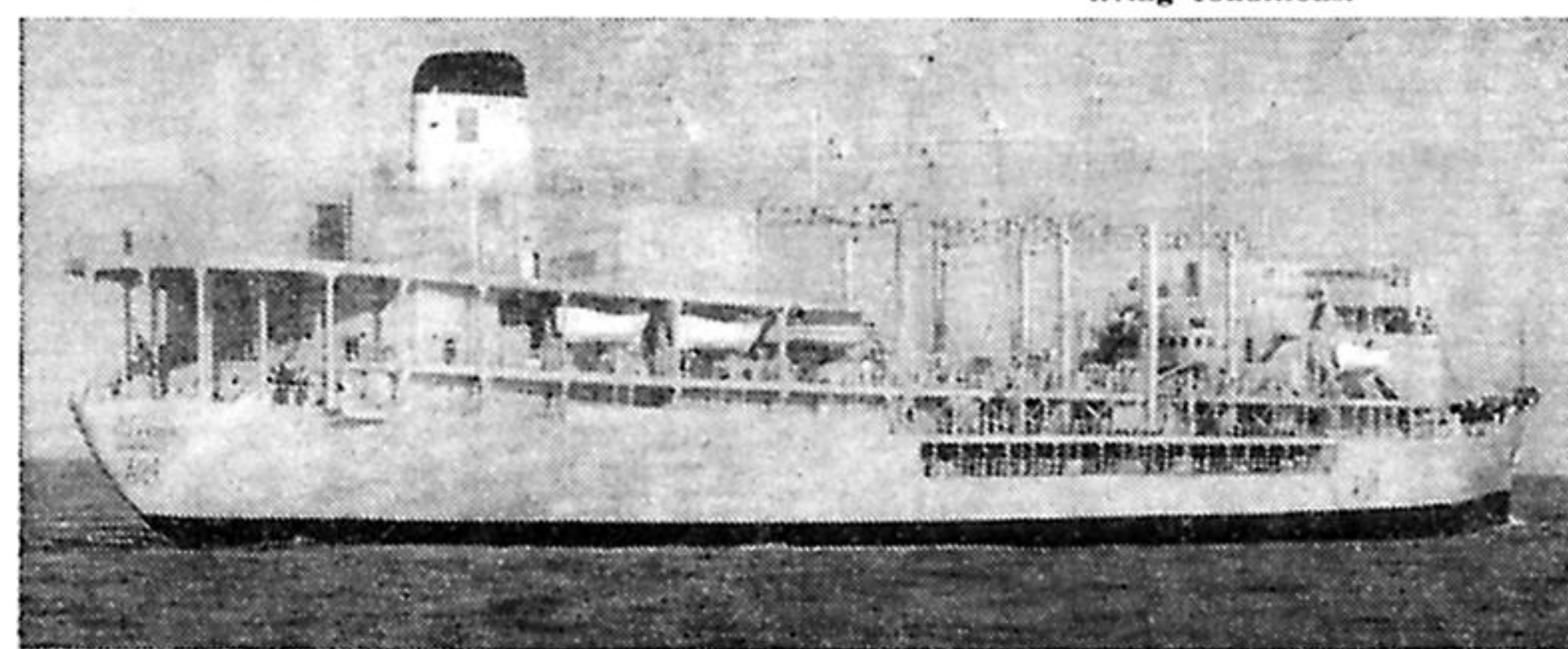
At Plymouth, two of the latest survey ships, Hecla and Hecate (above), will be on view to visitors.

These vessels are of merchant ship design and can carry a Land-Rover and a helicopter. They are equipped with chart-rooms, offices, workshops, etc., for the 120 officers, scientists and men, and can operate independently of shore support for long periods.

### R.F.A. OLEANDER

The fleet replenishment tanker, the R.F.A. Oleander (right) (33,200 tons full load, length 648 ft.), will be at Portsmouth for Navy Days.

This large, fast ship, designed for support of the fleet, is fitted



with handling gear for transferring fuel and stores by jackstay and derricks while steaming at speed.

Fitted with a helicopter platform, ships carrying helicopters can collect stores even when miles away from the tanker.

## Riflemen at Copenhagen

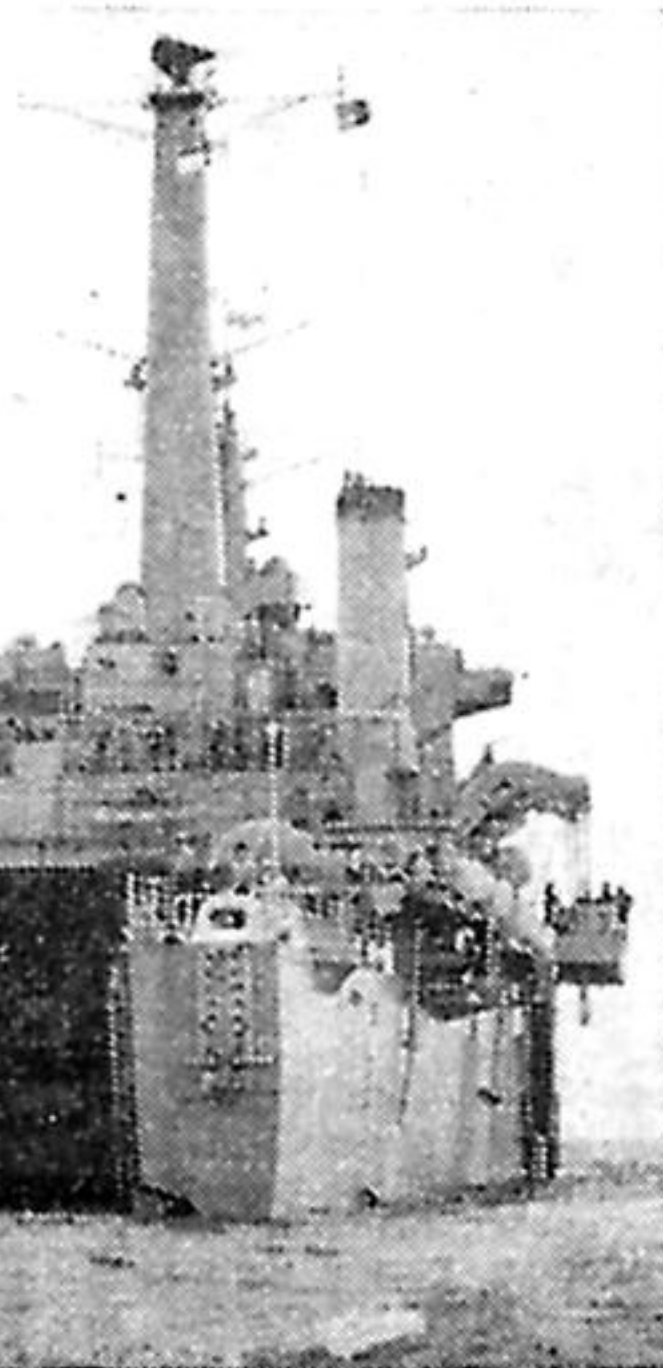
The Band and Bugles of the 3rd Bn. The Royal Green Jackets (The Rifle Brigade) will perform in the arena alongside H.M.S. Victory at Portsmouth every afternoon between 4.45 and 6 o'clock.

The band's "fast rifle pace" of 140 paces to the minute, and their traditional rifle caps will interest visitors, but how many will see the connection between them and the Royal Navy?

The Rifle Brigade has had a close association with the Royal Navy since the battle of Copenhagen in 1801, when Riflemen were on board Lord Nelson's ships. Copenhagen is one of the earliest battle honours of the Regiment.

## PORTSMOUTH PROGRAMMES

Those wishing to purchase programmes of the Portsmouth Navy Days prior to visiting the Dockyard, or those unable to be present and who wish to have a record of this year's Navy Days, should write to The Navy Days Secretary, R.N. Barracks, Portsmouth, enclosing a remittance of 2s. 6d., which includes postage.



## Portsmouth's own

The Leander class frigate H.M.S. Sirius (above) can be considered "Portsmouth's own," for she was built in the dockyard and has also been "adopted" by the city.

The Leander class general-purpose frigates (displacement 2,800 tons, full load) fulfil a composite anti-submarine, anti-aircraft and air direction role. They have a complement of about 250.

Similar in design to the Whitby class, these ships are air-conditioned and have better living conditions.

# CHRISTMAS CARDS?

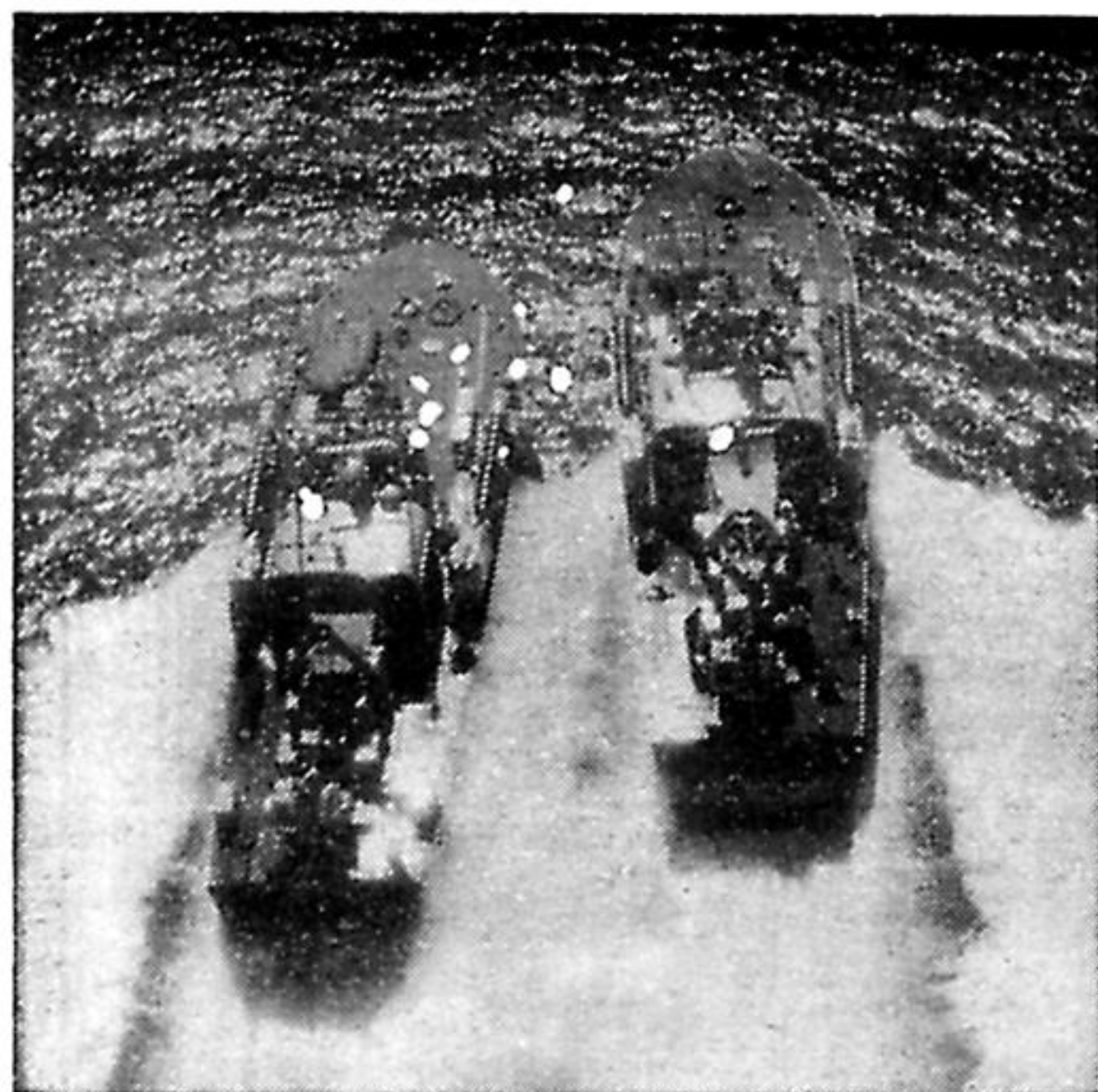
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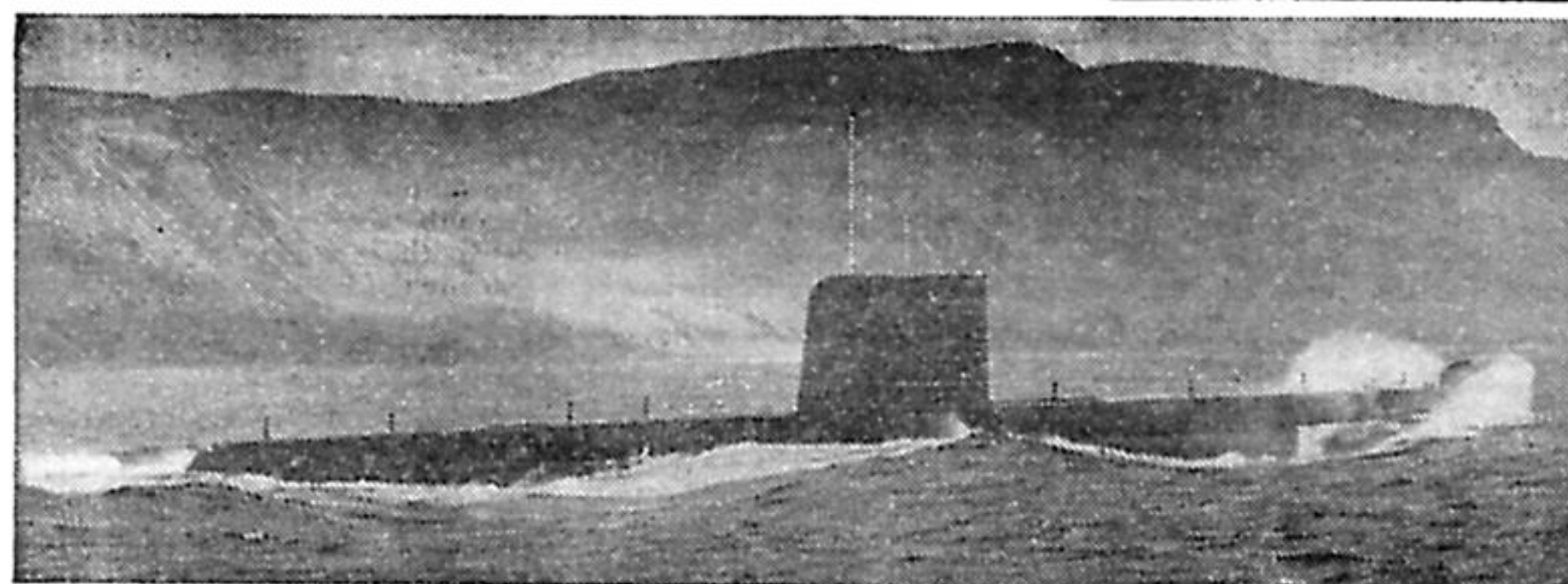


Taking part in the river display at Plymouth during Navy Days are the two Brave class fast patrol boats, Brave Borderer and Brave Swordsman. Capable of over 50 knots, they are convertible gunboats and torpedo boats, and can be used as mine-layers or high-speed raiding craft for Commandos

# Navy's last conventional cruiser



H.M.S. Tiger and (below) H.M.S. Devonshire

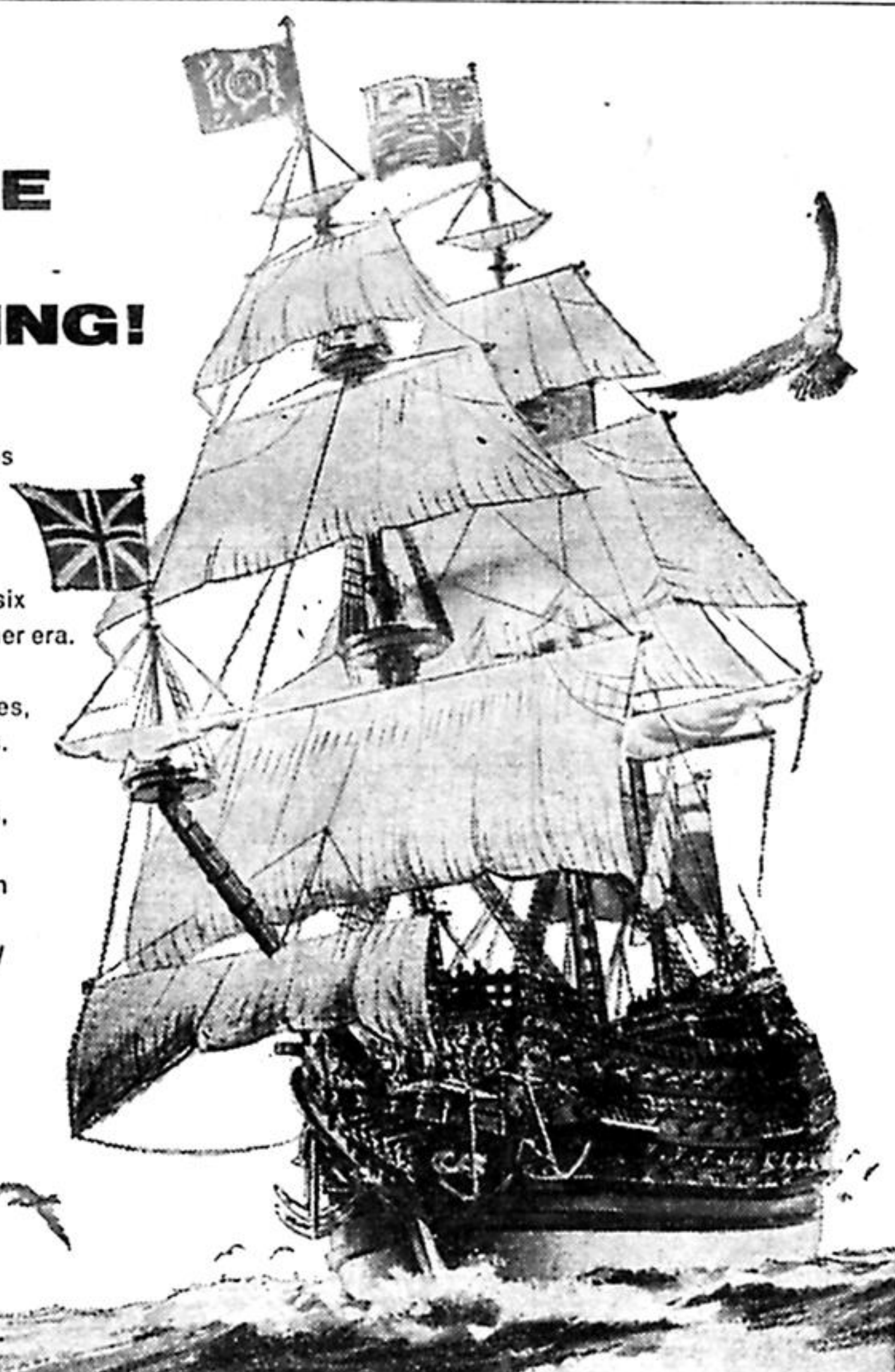


The Oberon class submarine, H.M.S. Opossum



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## CAN FIRE 120 ROUNDS A MINUTE

Among the ships open to visitors at Plymouth is H.M.S. Tiger, the last conventional cruiser of the Royal Navy in actual service.

Her sister ships, the Blake and the Lion, are being converted into helicopter carriers, the after 6-in. gun being removed and a flight deck and hangar for four helicopters being provided.

The fully-automatic guns have a rate of fire of 20 rounds per minute, more than twice that of any previous cruiser, and the secondary armament consisting of six 3-in. mounted in three twin turrets, are capable of 120 rounds per minute.

### GUIDED MISSILES

Another ship open to visitors is the guided missile destroyer H.M.S. Devonshire.

With a length of 520 feet and a beam of 54 feet, the Devonshire has a displacement of 6,200 tons (full load), and has a complement of about 440.

She has just returned from a year's service in the Far East where, besides visiting such ports as Sydney, Melbourne, Hong Kong and Tokyo, she helped in the defence of Malaysia against Indonesian confrontation.

### TWO SUBMARINES

There are two submarines open to visitors at Plymouth—the Otus and Opportune, both of the Oberon class, displacing 2,030 tons (surface). The photograph, above left, is of H.M.S. Opossum, also of the same class.

Capable of high underwater speeds, submarines of the Oberon class are able to maintain continuous submerged patrols in any part of the world.

There are 13 submarines of this class in service with the Royal Navy.

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# WORKED AT RECORD DEPTH

## Naval divers lift crashed aircraft

TEAM work by minehunters, salvage vessels and divers, together with scientists, brought to a successful conclusion the search and recovery of a Buccaneer aircraft from H.M.S. Victorious which crashed on June 9 in deep water 10 miles off the Lizard.

The crew of two ejected and were rescued unhurt, but it was important that the wreckage should be recovered so that the cause of the crash could be determined.

The wreckage was located by

the minehunters, at a depth of 360 feet, initially H.M.S. Maxton, and later H.M.S. Nurton, using the most modern underwater detection equipment. It was the deepest salvage operation carried out by Naval divers.

H.M.S. Reclaim, the deep diving ship, was fitted with special diving equipment, and divers from Plymouth Command, the Reclaim and the Experimental Diving Unit at Portsmouth, were put through a "crash" programme.

### UNDERWATER TV

Breathing a special mixture of oxygen and helium the divers successfully attached lifting wires to the crashed aircraft with the aid of underwater television, and the mooring, salvage and boom vessel Pintail began the lift.

As the aircraft neared the surface bad weather caused it to slip away and sink to the bottom again.

In better weather the operation was restarted, and after a great deal of work most of the wreckage was recovered and is being studied by the Naval Accident Investigation Unit at Lee-on-Solent.

The divers had a visibility of only about 10 feet when working at the bottom, and there were cases of the "bends." One diver suffering from a minor "bend" had to spend 15 hours in a decompression chamber.

The Commander-in-Chief, Plymouth, Vice-Admiral Sir Fitzroy Talbot, congratulated all those who took part in the operation.

He told them "I fully appreciate that the divers were using experimental equipment and were subject to unknown hazards. Their courage and tenacity of purpose are greatly to be commended."

### 40 Cdo. bought guide dog

The 40 Commando, Royal Marines, at present serving in Borneo, collected £350 for a guide dog, and sent the cheque to Gosport branch of the Guide Dogs for the Blind Association.

A silver replica of a guide dog was presented at Alverstoke, on behalf of the unit, to Mrs. A. Taylor, of Southsea, mother of the Rev. John Taylor, Chaplain of 40 Commando.



## FIRE ABOARD H.M.S. BLAKE

FIRE aboard the 9,550-ton cruiser Blake in Portsmouth Dockyard on July 16 caused "fairly extensive" damage to the aft section, which is being converted into helicopter hangars and a flight deck.

The outbreak started in a seamen's mess on the second deck amidships, and was discovered by shipkeepers kept on board while in dockyard hands.

About 30 firemen took more than two hours to bring the blaze under control.

Appliances from the Portsmouth Brigade and the dockyard were in attendance, and others in the neighbourhood were alerted.

"It was an extremely hot and smoky job, with intense heat and dense smoke," said a City Brigade spokesman. "Firemen had

to wear breathing apparatus."

H.M.S. Blake is having her aft 6-in. guns removed for the building of the hangar, and will be equipped with several Wessex troop-carrying helicopters.

The work has been going on since February last year, and is expected to last about two years. It is not thought that the damage will delay completion date.

## CHARM OF THE EAST

There was plenty of eastern glamour aboard H.M.S. Albion when the ship was open to visitors during a call at Kobe, Japan. The programme included a children's party, and personnel took full advantage of coach trips to places of interest.

## Devonshire home with a bang

A FIREWORKS display was the Chinese-style greeting as H.M.S. Devonshire arrived at Portsmouth on July 15 after 12 months in the Far East.

When the guided-missile destroyer came alongside, her commanding officer, Capt. G. C. Lesley, R.N., was greeted by Rear-Admiral R. C. Paige, Admiral Superintendent of Portsmouth Dockyard, with whom he had served at Britannia Naval College, Dartmouth, in the 1950's.

In the past year, Devonshire steamed 60,000 miles, her programme including showing-the-flag duty at Tokyo during Princess Alexandra's visit to the British Trade Fair.

One of the dramas of the tour was the rescue of the crew of the 3,000-ton merchant ship Carina, which was wrecked on a reef off Borneo.

An exciting year included participation in the Exercise Sea Imp off Japan. While off Okinawa there were two firings of Seaslug missiles.

Nine inshore minesweepers, lying at Portsmouth and Southampton, are being offered for sale.

## TRADITIONAL ROUTE

While visiting the Royal Navy base at Portland, Mr. J. P. W. Mallalieu, Minister of Defence (Navy) went to sea in the frigate, H.M.S. Cleopatra. He witnessed gunnery and anti-submarine practice, and flew in helicopters.

Picture shows the Navy Minister being transferred by light jackstay from Cleopatra to the guided-missile destroyer H.M.S. Kent.



## EURYALUS 'CHANGE OF PLANS'

A "CHANGE of plan" brought the 2,300-ton Leander class frigate H.M.S. Euryalus to Portsmouth on July 18.

It was expected that the ship would remain on the Far East Station, with an exchange crew being flown out and the present crew flying home.

After many messages had been sent to families in the U.K., it was decided to bring the frigate back to this country for a refit, and to recommit her at a home dockyard.

Hundreds of relatives and friends packed the dockyard jetty to give the ship a welcome home.

Euryalus, during 14 months overseas as leader of the 26th Escort Squadron, took part in anti-infiltration patrols between Malaysia and Indonesia, and visited Australian ports and Hong Kong.

On July 21, Euryalus left Portsmouth for Devonport for refit, before rejoining the Fleet later in the year.

## VISITED NAVY IN MALTA

Lord Winterbottom, Under-Secretary of State for Defence for the Royal Navy, who has a special responsibility for personnel matters, visited Royal Naval establishments in Malta from July 12 to 15—the first of such visits—seeing nearly all the naval establishments in the island, and meeting some of the families in their homes.

"I would repeat every minute of it and the day I leave the Service will be the unhappiest of my life."

Chief Petty Officer Alfred Ernest Britton, who spent four years in Watts Naval Training

## Served as a chief for 25 years

School before joining H.M.S. Ganges in 1926, leaves the Navy this month, having served as a Chief Petty Officer for 25 years, and with 42 "V.G. Supr." on his Service Certificate.

He served the whole of the war in one ship, H.M.S. Woolston, and although that destroyer served in the Rosyth Escort Force, escorting convoys through "E-Boat Alley," and being attacked on numerous occasions, on Atlantic patrols, and took part in the invasion of Sicily, she was never hit.

C.P.O. Britton was Mentioned in Despatches in 1941.

His last 15½ years have been spent in the Merchant Navy Training Centre, London, during which time he was awarded the B.E.M. and received a bar to his Long Service and Good Conduct medal.

His son, now serving in the Royal Air Force, has also been awarded the B.E.M.

C.P.O. Britton is well known



C.P.O. A. E. Britton, B.E.M.

among "old timers" for his skill at football, but he also excelled at other sports. In 1932, when serving in H.M.S. Cairo, he took part in three finals of different sports in one day—rifle and revolver shooting, football, and boxing in the evening.

Although now living at Gillingham, Kent, he is retiring to Snettisham, Norfolk.

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# VISITED 'HOTTEST PLACE ON EARTH'

## H.M.S. Gurkha's return

A VISIT to "the hottest place on earth" and the rescue of various distressed mariners were among the highlights of the foreign leg of H.M.S. Gurkha's second commission, which ended when the frigate arrived at Portsmouth on August 3.

Since leaving the United Kingdom last November, Gurkha has steamed about 40,000 miles, and in that time has travelled between Abadan in the north and the Beira patrol to the south.

Latterly she was operating in the Seychelles and Mozambique Channel area.

Her Wasp helicopter, named Kate after the Captain's

youngest child, proved valuable both for fetching mail, and in rescues.

On the first rescue the helicopter was able to winch up an injured Arab seaman who had been saved from a sinking dhow by H.M.S. Bastion. A few weeks later, "Kate's" winch was used again to transfer shipwrecked seamen from their vessel to the shore several hundred yards away in the middle of a storm.

"The hottest place on earth" is the Elphinstone Inlet, and Gurkha's visit there was while she had on board the Political Resident, Persian Gulf (Sir William Luce).

Commanding officer of Gurkha is Cdr. S. Salway, R.N.

## 15-in. guns to be preserved

The last two British 15-in. naval guns in existence, from the battleships Ramillies and Resolution, both 29,150 tons, are to be preserved on a site in the Geraldine Mary Harmsworth Park, Southwark, in front of the Imperial War Museum.

The comment of the local Parks and Smallholdings Committee will be of special interest to some of the "Navy News" correspondents. The Committee states:

"The guns are a significant relic of the battleship era. Other countries with formidable naval histories have preserved entire battleships, but this country, notwithstanding its great naval traditions, has kept nothing comparable."



R.O.2 Potter in the NATO competition

## Keen competition in NATO contest

COMPETITION was keen in the fourth annual NATO communications competition held at Flensburg, Germany, and the Royal Navy team from H.M.S. Mercury finished fifth out of nine countries.

The cup, which was won by the Royal Navy team last year, was won this year by Netherlands.

Lieut. J. R. Edwards, R.N., who, with C.R.S. Peter Snape, trained the team, and who sat on the panel of judges said: "Standards were extremely high, and are getting higher."

C.R.S. Snape lives at Horn-dean. The team from Mercury comprised R.O. Garry Hinton, of Lovedean, who came third

in teletypewriting; R.O. Malcolm Grenney, of Littlehampton, who came fourth in radio-telegraph reception; R.O. Jeffrey Littler, of Chester, who was sixth in the flashing light section; and R.O. David Potter, of Swindon, sixth in radio-telegraph transmission.

## Appointments

Rear-Admiral W. J. Parker took up the appointment of Flag Officer Medway and Admiral Superintendent, Chatham, on July 12.

Capt. W. T. C. Ridley, R.N., Rear-Admiral to date July 7, and appointed Admiral Superintendent, Rosyth.

Commodore D. H. B. Wildish, Rear-Admiral to date July 7, and appointed Admiral Superintendent, Devonport, October, 1966.

Capt. W. A. Haynes, R.N., Rear-Admiral to date July 7.

Surz. Capt. Stanley Miles, R.N., Surgeon Rear-Admiral in October, 1966, and appointed to R.N. Hospital, Plymouth, as Medical Officer in Charge.

Capt. Arthur Power, R.N., to take command of H.M.S. Bulwark in December next.

Capt. Kenneth Lee-White, R.N., takes over the command of H.M.S. Osprey in November next.

Capt. Michael H. Griffin, R.N., took over the command of H.M.S. St. Vincent on July 27.

Captain Douglas Woolf, R.N., appointed to command H.M.S. Pembroke, Chatham.

Cdr. Robin Heath, R.N., to be commanding officer of the port crew of the second Polaris submarine, H.M.S. Renown.

Cdr. Kenneth Mills, R.N., to command the starboard crew of the H.M.S. Renown.

NAVAL A.D.C.s TO QUEEN

The following have been appointed Naval Aides-de-Camp to the Queen:

Capt. M. G. R. Lumby, in succession to Rear-Admiral P. W. B. Ashmore;

Capt. E. F. Hamilton-Meikle, in succession to Capt. T. N. Catlow; Capt. G. J. Kirkby, in succession to Capt. I. G. H. Garnett.

Capt. (Commodore) F. D. Holford, in succession to Capt. (Commodore) H. L. Lloyd; Capt. R. A. Beaz, in succession to Capt. W. G. Mecke; Capt. A. Turnbull, in succession to Capt. (Commodore) J. G. B. Morrow; Capt. R. E. H. Boddy, in succession to Rear-Admiral W. T. C. Ridley; Capt. L. E. S. H. Le Bailly, in succession to Rear-Admiral D. B. H. Wildish; Capt. (Commodore) G. A. Henderson, in succession to Capt. N. S. Grant.

## Eleven in one family

### THE P.O.'s 'TEAM' WENT ABOARD

H.M.S. Torquay, which arrived at Devonport on August 2 for summer leave, started 18 months ago as "canteen boat," climbed the ladder to her present position as "half leader," and becomes Captain (D) of the Dartmouth Training Squadron this month.

During the 16 months since her refit ending in April last year, Torquay, which is commanded by Cdr. J. B. Rumble, R.N., has continued her main task of educating cadets, Royal Marines young officers, and engine-room apprentices in the ways of life at sea.

This has taken the ship to 15 different countries.

The summer cruise was to the Baltic lands, visits being paid to Norway, Denmark, Finland, and Sweden.

Cross-country expedition training has been organised, and in Norway many used the

canoes, camping, mountaineering, and fishing facilities made available by the British Outward Bound School.

While at sea, nurling competitions under the direction of the Grand Master (AB Percival), were staged, indicating the great skill and finesse required of this ancient traditional sport.

Torquay established what is believed to be a record on families day. Among the 150 families was the wife and nine children of P.O. El Chorley, of Gosport. While at sea the padre christened the youngest child aged three months.

## ESKIMO REMEMBERS 'TRIBE'

IF charity begins at home, and your name is Eskimo, what more natural than that help should be given to your own "tribe."

After H.M.S. Eskimo's first commission, charity collections were used for a guide dog for the blind, but on the foreign commission just ended, it was decided to donate a sum to help the Eskimo people.

The Bishop of the Arctic (Dr. D. B. Marsh) agreed to accept the money on behalf of the Eskimo people.

The frigate returned to Portsmouth on June 30, and, according to the ship's custom, had on the bridge "Eskimo" Junior Radio Electrical Mechanic Tony Byrne, of Darwin (Lancs.)—swathed in traditional furs and harpoon in hand.

Eskimo is commanded by Cdr. E. R. Anson, R.N., and during her time in the Middle East jealously guarded her reputation as "Top Tribal."

At sport her rugby team was undefeated, and her cricket team took part in the Nairobi Cricket Festival when Leading Engineering Mechanic Buxton won a prize for the best bowling analysis. Her oarsmen won the Ethiopian Naval Championship 1966 silver cup.

Eskimo went on to Chatham, arriving on July 4, and will be having a four-month refit.

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Widows are assisted to maintain their children at home with cash grants and clothing allowances. A holiday scheme is available at the Society's home on the Yorkshire coast.

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## The 'News' Diary

# Treasure hunt unlucky

NO chests groaning with treasure were brought back by the 17 members of the Naval Air Command Sub Aqua Club, who spent a week skin-diving off the Isles of Scilly for the wreck of H.M.S. Association, which sank off St. Mary's in 1707.

### PICTURE OF HAPPINESS



Great day in the life of Probationary Third Officer Elizabeth Milner, aged 28, of Ayrshire, who was awarded first place on completing the W.R.N.S. officers' training course at the Royal Naval College, Greenwich.

A hotel receptionist before joining the W.R.N.S. in 1964, Elizabeth was presented with a framed Canaletto print of the College to mark her success, the picture being handed over by the Admiral President of the College, Rear-Admiral P. U. Bayly.

Elizabeth comes from Barr, Girvan, and became a radio operator after joining the W.R.N.S.

### Not finale at Ganges

BOYS contemplating a career in the Navy, through H.M.S. Ganges, should not be misled by the announcement which accompanied the spectacular mast-manning as part of this year's centenary celebrations.

It is true that the role of H.M.S. Ganges may be changed in the future, but this matter is still under consideration. No decision can be anticipated before 1968, and the establishment, in any case, will be very much a going concern into 1971.

The scale of the 1966 ceremonies was unusual—but as a celebration, not a finale.

In charge of the party was Lieut.-Cdr. A. Baldwin, and the expedition diving officer was C.P.O. Larn. Naval vessels there were the inshore mine-

sweeper H.M.S. Puttenham, and M.F.V. 93.

The Association, reported to have a million pounds' worth of treasure in her, was the flagship of Cloudesley Shovel's fleet, and sank in a gale and bad visibility.

He was returning after a campaign in the Mediterranean, and believed to have rich spoils of war from French ships.

While the Navy divers were at work, a private group, the Blue Sea Divers, were searching another likely spot about five miles away.

In the naval expedition, more success attended the efforts of two scientists from the Ministry of Agriculture and Fisheries. They were ringing crawfish to gain more information on their movements.

### Admiral Begg is "Tan Sri"

FOR those who can pronounce "Tan Sri," this is now a proper form of address for the First Sea Lord, Admiral Sir Varyl Begg.

To mark his distinguished tenure of office as Commander-in-Chief of British forces in the Far East, he has been invested with the Order of Panglima Mangku Negara (P.M.N.), and this makes him a Knight Commander of the Most Distinguished Order of Defender of the Realm.

Wives of P.M.N.s are addressed as "Puang Sri." The Order is limited to a maximum membership of 75, and is designed to honour outstanding service to the country. The investiture took place at the Malaysian High Commission in London.

### Up in arms—and delighted

A.B. Nunn carrying one of the guests when Plymouth disabled visited H.M.S. Fearless on the occasion of Families Day.



### Storm drama Commendations

WHILE H.M.S. Hecate was on her maiden voyage from Plymouth to undertake surveys of the Iberian peninsula, she was the first ship with a doctor on board to reach the Norwegian tanker Benstream, which was wallowing in heavy seas and without power after an engine-room explosion.

Seven injured men had to be taken off and four Navy men have been commended by the Commander-in-Chief, Plymouth (Vice-Admiral Sir Fitzroy Talbot), for a fine feat of airman-ship.

Despite a force eight gale, and with the tanker rolling up to ten degrees in a short swell, Lieut. B. F. Prendergast, R.N., the ship's helicopter pilot, transferred Surg. Lieut. G. H. Welham, R.N., and his assistant, Ldg. Med. Assistant E. R. J. Harrison to the tanker.

The fourth member of Hecate's ship's company to be commended was Ldg. R. Elect. Mech. (Air) C. L. Thirlwell.

### When the Fleet was "lit up"

SO far as public memory is concerned, the outstanding moment in the career of B.B.C. commentator Thomas Woodroffe is likely to be his opening words, "The Fleet's lit up," on the occasion of the Spithead Coronation Naval Review.

This and other major occasions were re-lived with the help of excerpts from B.B.C. sound archives when he broadcast this month on his vivid experiences.

Thomas Woodroffe left the Navy in 1931 and tried writing, but made only thirty shillings in eighteen months. His first attempt to join the B.B.C. failed, but after a radio talk he was assigned to cover an international football match in Germany.

From that moment, as one of the B.B.C.'s leading commentators, his name became a household word on radio.

### Warden of the Cinque Ports

NEW Lord Warden of the Cinque Ports is Sir Robert Menzies, former Prime Minister of Australia.

With his wife, Dame Pattie Menzies, he visited Portsmouth Dockyard on July 18 as guest of the Commander-in-Chief, Admiral Sir Frank Hopkins.

Next day Sir Robert and his party went aboard H.M.S. Tiger, which was wearing the flag of Admiral Sir John Frewen, Commander-in-Chief, Home Fleet. The cruiser was escorted by H.M. ships Aurora and Wakeful to Dover, for the installation ceremony on the 20th.

## SHY STARS OF FULMAR REVUE

EIGHT glamorous Wrens were star performers in the Fulmar Drama Group's "Revoo Clickity Click," at the Royal Naval Air Station, Lissiemouth.

In this picture, seven of them are shown rehearsing in the "Roaring Twenties" costumes in which they danced the Charleston, and if there is quite a modern note about those mini skirts—it only goes to show that fashionwise, there is nothing new under the sun.

The Wrens' chorus gave life to the revue right from the start, but Fulmar is keeping their names a secret. Why? Well you know what sailors are—and who could blame them with such a bevy of charm?

### Farewell at Mount Wise

FAMILIAR figure at the office of the Commander-in-Chief, Plymouth, was messenger Edwin Turner, who has now retired after being at Mount Wise since 1945.

Devonport-born, Mr. Turner joined the Navy 50 years ago.

A farewell presentation was made by the Commander-in-Chief, Vice-Admiral Sir Fitzroy Talbot.



Not exactly Scouting, but the Kelabit children cannot help taking an interest in the arms carried by their instructor, R.E.M. Graham Jackson

## Reminder of Graham

ALTHOUGH he has now left the isolated Kelabit community at Bario, high in the hills of Sarawak, Malaysian Borneo, R.E.M. Graham Jackson knows there is a living reminder of the two months he spent there—a Boy Scout troop.

Graham, who is 23 and comes from Overton, near Frodsham (Cheshire), was on detached duty from his ship, H.M.S. Albion. He inspired the local school, which educates children from a wide area around Bario, to start its own troop. It is now 20 strong.

Graham is a member of the Deep Sea Scout movement, and an assistant scoutmaster with the 1st Frodsham troop when he is home.

His main task in Bario was working on the Royal Navy helicopters used to move troops and supplies to forward areas.

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# WINNINGS FOR THE CHILDREN

WHEN 15 of the ship's company of H.M.S. Agincourt visited the Blackhall and Coastal branch of the Royal Naval Association, two of the visitors won prizes, and then handed over their winnings to the Children's Treat Fund. This gesture was greatly appreciated by the Blackhall shipmates.

For their summer "treat" the children are being taken to the Flamingo Park Zoo.

The branch is helping No. 11 Area in the Madden Fund, and contributions are coming in steadily.

### Activity at Leamington

THE Leamington Spa branch of the Royal Naval Association is very much afloat, its membership and finances still increasing, and social activities very much to the fore," writes our reporter.

Dinners, dances, social even-

ings, mystery tours, are the order of the day. After a day in London a couple of weeks ago members visited the Battersea branch and were right royally entertained.

The branch's domino and crib teams competed in the local leagues, the crib team missing the championship by four points.

The domino team had better luck, winning the challenge cup.

Leamington has three welfare officers and they are doing a good job. As our reporter says "Their reports make us feel proud to belong to such a great Association."

The many friends of Shipmate George Hoare, so well known for his work for the Royal Naval Association, will be glad to learn that, having been struck down with illness eight months ago, he is now making slow but steady progress.

## GIVES UP HELM AFTER NINE YEARS

AFTER nine years "at the helm" of the Wear branch of the Royal Naval Association, the founder chairman, Shipmate Andrew Johnson, has resigned from the office because his new job will take up more of his spare time.

In appreciation of his services the members of the branch presented Shipmate Johnson with a cheque and a clock.

The presentation was made by the new chairman, Shipmate Gordon Gibson, in the presence of Mrs. Johnson, who received a bouquet.

### Ramsgate's busy month

JUNE was a busy month for the shipmates of the Ramsgate branch of the Royal Naval Association.

The branch's small headquarters were full to bursting point when the shipmates of Edgware were entertained to a social evening, but the bumping and boring added to the enjoyment.

On June 11 the branch was given a flag day, the proceeds going to branch funds. The following day the annual outing took place. The shipmates went to Tonbridge and then went on to West Ham for tea and a social evening.

A week later there was a jumble sale to help the funds and later in the month Canterbury was visited for the annual "Bat and Trap" tournament.

### Happy evening at Ilford

FOR 28 years the Ilford branch of the Royal Naval Association has been dispensing happiness at its social functions, and the 28th annual anniversary dinner and dance was no exception. There were 80 shipmates and their guests.

The principal guest was Shipmate T. Iremonger, M.P.

Other guests included shipmates from Dagenham, Braintree and Colchester.

### "Sippers" all round

WHEN the Dartford branch of the Royal Naval Association learned, at the No. 2 Area Rally, that the branch had retained the "Don Murray Cup," arrangements were made for the donor, Shipmate "Don" Murray of the Ashford (Kent) branch, to visit Dartford and to make the presentation.

After he had done so Shipmate Murray said that he had been very interested in the way that the branch business was carried out. With such a fine crowd of members he thought they were "the worthiest of them all" to win the cup.

He had presented the cup twice to Whitstable, once to Temple Farm Strood, and now four times to Dartford.

The cup was later filled with rum and, after "Don" had toasted the branch, all members partook of "sippers."

### Portlanders visit German ship

When Lieut. B. Heron, R.N. (ret.), vice-president of the Portland branch of the Royal Naval Association visited the Federal German Ship Zerstoror 3, he told the commanding officer, that the visit brought back memories of a visit to the Schleswig-Holstein, a Training Ship, at Lisbon during the Italo-Abyssinian war. Lieut. Heron was then serving in H.M.S. Wolfhound.

Other members of the Portland branch accompanied the vice-president and they presented the ship with a bouquet of roses as a token of the desire for friendship between the two nations.

# Carnival time at Plymouth

THE Royal Naval Association was very much to the fore at Plymouth at the end of June, for the local branch of the Association held a two-day carnival and followed this up with an Area Rally, during which the branch dedicated a new Standard.

The whole idea was the brain child of Shipmate J. F. May (National Council Chairman and a member of the Plymouth branch), who thought it would be a good idea to revive the old "Devonport Carnival."

Those who served at Devonport when "Putty Philpotts" reigned as "Carnival King" will remember what wonderful

affairs the Devonport Carnivals were.

The first event was the Carnival Ball, held in Plymouth Guildhall, and branches in No. 4 Area of the Association—Dorset, Somerset, Devon, Cornwall and the Channel Islands—had been invited to elect candidates for Carnival Queen.

Guests included the Lord

As the parade, headed by the Artificers' Band from H.M.S. Fisgard, and supported by the band of the Royal Marines Volunteer Cadet Corps, proceeded from the Hoe along Union Street to the Brickfields, collections were made by students of the Catering College.

Prizes for the decorated floats were presented at the Brickfields by Admiral Parham.

A well organised sports gathering, under the direction of Shipmate Albert Snow, with the co-operation of Devon County Amateur Athletic Association, one of the attractions being a six-mile road race followed.

### RAIN STOPPED PLAY

When the sports were over the Royal Naval Barracks Boys' Brigade entertained the spectators with their ever-popular Field Gun display. The Royal Marines Band was to have Beat Retreat, to be followed by the ceremonial "Sunset," but the weather, which had been kind, turned to rain, and this event was cancelled.

A very successful social evening was held at the Plymouth branch headquarters in the evening.

On Sunday, June 26, branches from Beer, Bridport, Bristol, Bridgwater, Newton Abbot, Portland, Liverpool, Leicester, St. Austell, Redruth and Camborne and Truro paraded with their Standards for the Area Rally.

Kindred organisations were also present with their Standards.

It was thought fitting, as this year is the fiftieth anniversary of the Battle of Jutland, at which Boy John Travers Cornwell won the Victoria Cross, to have a contingent of Sea Scouts on parade. Boy Cornwell had been a member of the scout movement and had joined H.M.S. Chester from Devonport.

The Sea Scouts acted as markers, police, Standard reception party, and ushers at the church.

### 89-YEAR-OLD

Admiral Talbot and Admiral Parham inspected the parade. Sir Fitzroy having a chat with Boatmate "Fred" Parsons who, at the age of 89, is one of the oldest submariners living. He was one of the crew which took Scott's expedition to the Antarctic in 1912 and he holds the Antarctic Medal.

The dedication of the new Standard was performed by the Rural Dean, the Rev. Preb. J. G. Byrnell, assisted by the Chaplain of the Plymouth branch, the Rev. David Sim.

The Last Post and Reveille were sounded by Royal Marine Buglers situated in the gallery at the back of St. Aubyn church.

Although it seems that the financial gain falls short of what was expected, the publicity gained for the Association was worth all the effort put into it, and the members of the Plymouth branch are grateful to Shipmate "Joe" May and those responsible for the organisation.



Mrs. Wendy May—Carnival Queen—being crowned in the Plymouth Guildhall by Cdr. P. E. Bailey, of H.M.S. Drake

After touring the ship and taking refreshments, the visitors were entertained by a German sailor who sang German sea shanties and folk songs, accompanying himself on an accordion.

Members of the ship's company had previously visited the headquarters of the Portland branch and enjoyed a social evening.

### A new branch at Goole

MEMBERS of the Royal Naval Auxiliary Service (R.N.X.) at Goole have formed a new branch of the Royal Naval Association.

The R.N.X. has been in Goole since 1957, and its members now have a social as well as working interest in Royal Navy matters.

Mayor and Lady Mayoress of Plymouth, Dame Joan Vickers, M.P., Admiral Sir Frederick Parham (President of the Association), Vice-Admiral Sir Fitzroy Talbot and Lady Talbot, Cdre. and Mrs. P. E. Bailey, Captain and Mrs. T. Shaw, and Captain and Mrs. D. Spickernell.

### PLYMOUTH "QUEEN"

An independent panel, including the Westward Television announcer Mr. Stewart Hutchinson, judged the contestants, and Mrs. Wendy May (Plymouth) was voted Carnival Queen.

"Miss Beer" and "Miss Bridgwater" were elected as attendants.

On the Saturday the Carnival procession took place, the floats mustering on the Hoe and were judged by Admiral Parham and Captain Shaw.

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## 892 IS YEOVILTON'S SPORTING SQUADRON

THE Commanding Officer of 892 Naval Air Squadron, Lieut.-Cdr. Nigel Anderson (centre), and the squadron's sports representatives are pictured with some of the trophies they have won at the Royal Naval Air Station, Yeovilton, this year.

The squadron, who fly Sea Vixen jet fighters, disembarked from the carrier



H.M.S. Centaur in the late summer of last year. Since then they have won the air station's cross-country, badminton, basketball, volleyball, seven-a-side rugby, and

six-side hockey, the athletics, swimming and tug-of-war, and have been runners-up in five other sports.

Besides this they won the

Captain's Cup for departmental sport at Easter by the biggest margin since the competition's inception, and are already in the lead for the cup this summer.

## Navy expedition for Greenland

NURSING an injured foot and a deep disappointment, the leader of the Royal Navy East Greenland Expedition, Lieut.-Cdr. M. B. Thomas, R.N., had to stay at home when his companions left Lynchem in a R.A.F. Britannia on July 12, on the first leg of the journey.

His place has been taken by the deputy leader, Lieut.-Cdr. C. M. Stocken, R.N., and the vacancy has been filled by LEM Ken Rowe, of H.M.S. Collingwood.

Other Service members of the expedition are Lieut. G. D. Keelan, R.M., Surg. Lieut. I. D. Day, R.N.R., AA1 P. J. Garden, CY M. E. Collins, LRO J. R.

Corner, CAW3 T. W. Kirkpatrick, and Marine R. E. Twigg.

The immediate destination is 4,000 ft. up and 40 miles inland from the east coast settlement of Kungmiut, where a food and fuel depot was established last April.

They will then penetrate the unknown mountain ranges of Schweizerland, and start their programme of exploratory mountaineering and geology.

The depot-laying journey was undertaken by Lieut.-Cdr. Thomas and Major Banks, R.M., and in 11 days they covered 250 kilometres.

The party returns to the U.K. about September 15.

## RNBT

The Men of the Royal Navy have supported and administered their own fund since 1922. During that time £3,535,631 has been expended in grants to serving and ex-serving Naval men, their families and dependants who were in necessity or distress; £662,487 to kindred organisations and Children's Homes; and £443,364 for training and finding employment.

RNBT maintains its own Home for Aged ex-Naval Men in Gillingham, Kent; and the Naval School of Motoring, Portsmouth, where Naval men are taught to drive and service motor vehicles.

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## THE MOHAWK 'ROYAL TOURNAMENT'

IN three months of patrolling in the Mozambique Channel off Beira, many activities were devised on board H.M.S. Mohawk to pass the time and keep everybody occupied.

Apart from the usual deck games, quizzes, indoor games, beard-growing contests, and fishing, there was what may have been a unique event in a ship at sea—a field-gun com-

petition run on authentic Royal Tournament lines.

In the absence of real field guns, two saluting guns were used.

Six teams were formed, one each from the Port Divisions plus a "Dartmouth" team from the Wardroom, a Royal Marines team and a team of Juniors. The enthusiasm of supporters was whipped up during the week preceding the event as each team went into serious training.

The two saluting guns were stripped and placed on the fo'c'sle together with the blocks, tackles, ropes, and wires necessary to transport the gun over the course. The teams (two at each run) lined up at the breakwater, and at the sound of a bugle and a thunderflash exploding began the run.

The course took the teams up from the fo'c'sle on to the bridge, followed by a race aft to the first "obstacle"—a cargo

net, 8 ft. high, stretched between the guardrail and the superstructure at the port and starboard Bofors guns.

Having negotiated this obstacle the teams dashed aft (one on either side of the ship) to the mortar well which was, for the event, "the chasm."

All the thrills and spills of the authentic field-gun run were reproduced here, as the teams struggled to rig their stays and tackles between the after replenishment position and the flight deck, to get their guns and themselves across the chasm.

### 'OGGIE' CRIES

Having negotiated this hazard, the teams then raced on to the quarter-deck, where they rigged the guns and fired three rounds.

After a short breather the teams retraced their steps over the course, ending up where they started, on the fo'c'sle.

The "runs" produced great excitement from teams and spectators alike, and the results showed Chatham as the overall winners, with a total running time (penalties deducted) of 14 min. 53 sec. (17 min. with penalties). Portsmouth were runners-up in 14 min. 55.7 sec. (17 min. 4.7 sec. with penalties).

One could not help wondering what effect the loud cries of "Oggie Oggie Oggie" and "At 'em Chatham" had on the inhabitants of Beira, a few miles across the water, and it must certainly have had the crew of Joanna V, sitting in the harbour, puzzled.

## New Commodore R.N. Reserve

Capt. V. G. Tolhurst, V.R.D., R.N.R., who has been commanding officer of the Sussex Division of the Royal Naval Reserve for over three years, has been selected for promotion to the rank of Commodore, Royal Naval Reserve.

Capt. Tolhurst was the first R.N.R. officer of the Supply and Secretariat branch to be appointed to command one of the 11 Divisions of the Royal Naval Reserve, and he has now achieved the added distinction of being the first R.N.R. officer of any List, who is not a sea-man specialist, to be promoted to Commodore's rank.

Capt. Tolhurst has a son serving as a Lieutenant in H.M.S. Victorious. Both father and son were educated at Sevenoaks School.

## MOVEMENT OF SUBMARINES

H.M. submarines will visit the places mentioned for the periods stated—Token, Guard ship for Sandown Regatta, August 10 to 14; Talent, at Falmouth, August 13 and 14; Alderney, at Horsa, Denmark, August 16 to 21; Token, at Hull, August 17 to 22.

In addition Finwhale and Alderney take part in Portsmouth Navy Days, August 27 to 29, and Otus and Opportune take part in Devonport Navy Days, August 27 to 29.

## Observer commands Sea Cadet Unit

Commanded by an ex-Fleet Air Arm Observer and with an ex-Sub-Lieut. R.N.V.R. (T.124X) as First Lieutenant, the youngest unit was officially accepted into the Sea Cadet Corps on June 20.

The Arduwy Sea Cadet Corps is commanded by Lieut. Ron Mersom, R.N.R., an Air Traffic Controller at the Royal Aircraft Establishment, Llanbedr Airfield.

Before joining the Ministry of Aviation he was an Observer, serving with 803 Squadron in H.M.S. Eagle and R.N. Air Station, Lossiemouth.

Lieut. (S.C.C.) John Boyd, R.N.R., served throughout the war in A.M.C.s., transports, reserve ships and Fleet Oilers. He is now a Radio Installation Engineer attached to Research and Development.

He says: "A goodly number of your readers who have served in the County class destroyers Kent and Hampshire will have heard of Llanbedr Airfield."

The Sea Cadet Corps Hon. Commodore, Rear-Admiral J. E. H. McBeath, accompanied by Cdr. Peter Carmichael, R.N., and Lieut.-Cdr. (S.C.C.) C. Rugg, R.N.R., visited the new unit on June 20.

Other officers in the unit are A/Sub-Lieut. G. Egerton (Seamanship and Stores Officer), A/C.P.O. G. Hughes (P.T. and Judo), A/C.P.O. J. Griffiths (Parade Training and Discipline).

The Unit's Asst. Admin. Officer Miss Keri Jones added a touch of glamour to the parade



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## HYGATE'S RECORD-BREAKING 24-HOUR CYCLE RUN

THE thought of riding a bicycle for 24 hours non-stop would be enough to put most sailors in the sick bay, but to suggest riding 454 miles in that time would be enough to make any sailor say something about telling it to a Marine.

E.R.A.1 Brian Hygate though did just that in the National Championship.

He not only broke his own Royal Navy record by over six miles, but was good enough to finish in fifth position in this most gruelling test of stamina, open to all cyclists in Britain.

E.R.A. Hygate has just flown out to Australia to join the submarine Taciturn, and in fact his flight was delayed especially to allow him to compete.

The race started at two o'clock on a Saturday afternoon, and finished at two o'clock on the Sunday afternoon. It was a real tour of the Wessex area too, and Brian rode steadily along the roads of West Hamp-

shire and East Dorset to amass his enormous mileage. Darkness was no reason to stop, and the riders kept steadily on. Encouraged and helped by a band of R.N.C.A. members from Portsmouth, Brian was handed drinks and food while on the move. His only stops were very short ones to slip on a pair of long trousers in order to keep his knees warm during the long night.

E.R.A. Hygate's racing is now over for this season, but he hopes he has done enough to add the Navy long-distance champion title to the record.

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## Son's flying salute as Admiral retires

AS the Naval staff at Maritime Headquarters, Pitreavie, were saying farewell to Vice-Admiral Sir David Gregory, the Flag Officer, Scotland and Northern Ireland, a pair of Sea Vixen fighters flew overhead in salute.

Piloting one of the aircraft from No. 766 Squadron, the Navy's Fighter Training Unit at R.N.A.S. Yeovilton, was the Admiral's elder son, Richard (26), who will shortly be joining a first line squadron for service in the Far East. The Admiral's younger son, Michael (20), is a midshipman on board H.M.S. Albion.

After the flypast, Admiral Gregory sent the following signal to 766 Squadron: "I was found, transfixed, and struck dumb with pleasure at your zapping party this morning. Please thank those concerned very much indeed for almost literally blasting me into retirement. I noticed that pilot flying number two needed a shave."

Pilot number two was, of course, his son.

Admiral Gregory was then "towed out" by his staff officers.

Admiral and Lady Gregory are to retire to Guthrie Castle in Angus.

Vice-Admiral J. O. C. Hayes, who has taken over as Flag Officer, Scotland and Northern Ireland, has his home in Ross-shire. His first official engagement was to receive King Hussein of Jordan at Turnhouse Airport.

King Hussein was visiting Edinburgh during a State Visit to Britain.

## Sports fixtures

The following sports fixtures have been arranged:  
August 4 and 5: Cricket, Royal Navy v. Free Foresters, H.M.S. Drake.  
August 10: Cricket, Royal Navy v. United Banks, Catford.  
August 18: Cricket, Army v. R.A.F. Lords.  
August 19: Cricket, Royal Navy v. Army, Lords.  
August 20: Cricket, Royal Navy v. R.A.F. Lords.  
August 31: Cricket, Combined Services v. Royal Dutch Cricket Association. Venue undecided.  
September 2: Cricket, Combined Services v. Dutch Land Forces. Venue undecided.  
September 3: Rugby, United Services trials, U.S. ground, Portsmouth.  
September 3 and 4: Cricket, Combined Services v. All Holland, Haarlem.  
September 8: Hockey, U.S. first trial, U.S. ground, Portsmouth.  
September 12: Hockey, U.S. final trial, U.S. ground, Portsmouth.  
September 20: Soccer, R.N. trials, U.S. No. 1 ground, Portsmouth.  
September 20 and 21: Rugby, U.S. Sevens Tournament, U.S. ground, Portsmouth.  
September 22: Soccer, R.N. v. Portsmouth Football Club, Victory Stadium.  
September 22: Swimming, R.N. v. Civil Service, London.  
September 26 and 27: Swimming, Inter-Service championships, Eltham baths.  
October 3: Hockey, Portsmouth Command first trial.

## In Memoriam

Keith Gordon Sherwood, Petty Officer Cook (O), P/MX 823325, H.M.S. Londonderry. Died May 18, 1966.  
Malcolm Campbell Kennedy, Sgt. R.M. 18252, Infantry Training Centre, Lympstone. Died June 24, 1966.  
Peter Robin Andrews, Steward, P/O 72240, H.M.S. Heron. Died July 5, 1966.  
Lieut. Timothy Martin Woodford, Royal Navy, H.M.S. Eagle. Died July 8, 1966.  
Act/Sub-Lieut. Nicholas de Lacey Parrett, Royal Navy, H.M.S. Eagle. Died July 8, 1966.  
David Frederick Watts, Petty Officer Engineering Mechanic, P/J 952299, H.M.S. Osprey. Died July 9, 1966.  
Gerald Matley, Musician, RMB/3749, H.M.S. Eagle. Died July 10, 1966.  
Kenneth Revelly, Petty Officer Steward, P/LX 839032, H.M.S. Victory. Died July 15, 1966.  
Instr. Lieut.-Cdr. David Ogden, Royal Navy, H.M.S. Thunderer. Died July 18, 1966.

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## NAVY NEWS

# Fliers' triple triumph

ONCE again the Air Command field gun team has shown itself superior to the other two ports, and all would wish to congratulate them on their fine performances.

It was only as recently as 1964 that all three trophies—the Aggregate Cup, the Inter-Command Cup and the Fastest Time Cup—went to Lee-on-Solent, and this year Air Command has again triumphed.

What is the secret? Does the air at Lee-on-Solent possess special qualities?

The consistency achieved by the Fleet Air Arm team during the weeks at Earls Court points to one important factor—sheer hard training.

The other ports must also have done arduous training, but success often breeds success and, in endeavouring to live up to past triumphs the Air Command knew that "that little extra" was required.

## RESULTS

Aggregate Cup: Air, 48 min. 14.3 sec.; Devonport, 53 min. 55.6 sec.; Portsmouth, 57 min. 44.1 sec.  
Inter-Command Cup: Air, 32 pts.; Devonport, 22; Portsmouth, 15.  
Fastest Time Cup: Air, 2 min. 50.8 sec. (new record); Portsmouth, 2 min. 53.1 sec.; Devonport, 3 min. 6 sec.

## SPORTING ROUND-UP

### Cycling

**L.E.M. "Dave" Hoyle** of H.M.S. Collingwood, who is better known as a track cyclist, successfully outspurred E.R.A. "Syd" Hygate of H.M.S. Dolphin, to win the Royal Navy Massed Start Cycling Championships at Lee-on-Solent by one length.

Hygate is the Navy long distance time trialist. These two left the rest of the field behind, although Mech. 3 Paul Rutter, of H.M.S. Wakeful, whose ship had been at sea for some time and he was out of training, and who came third was only 43 seconds behind Hygate.

Hoyle's time for the 20 laps was 1 hr. 8 min. 58 sec.

### Tall ships race

**THE** Sail Training Association schooner Sir Winston Churchill (300 tons), taking part in her first race, and the scratch ship in her section, was confirmed as the winner of her class in the 800-mile Tall Ships race from Falmouth to Skagen, Denmark.

In Division II of the Class B ships, the brigantine Centurion (43 tons), a copy of an American revenue cutter captured by the British in 1812, and crewed by members of the Sea Cadets Corps, was first.

### Inscribed plaque for athlete

**AIR** Artificer Alex Valentine, the remarkably successful exponent of Navy field events, was presented with an inscribed plaque at Pitt Street, Portsmouth, stadium, on July 13, to mark his 20th appearance at the Inter-Services Athletic Championships.

Among his exploits is the Royal Navy record hammer throw of 185 ft. 4 in., which he made in 1955.

Apart from athletics, A.A. Valentine has been very successful on the Rugby field, and played for Scotland against France, Wales, and Ireland in 1953.

### Sailing

**H.M.S. Condor** was the host establishment for this year's Naval Air Command dinghy regatta, which was held on June 30 and July 1.

The regatta was sailed in Bosun dinghies on Loch Rescobie, where the establishment has a flourishing sailing club.

Teams of 10 represented each station in the command, Lossie-



## NAVY RIFLE CHAMPION

**Air Artificer Riley John Curtis** being chaired by members of the Fleet Air Arm team at Bisley after winning the Royal Navy rifle championship. See "Air Command on Target" on this page.

mouth, Brawdy, Yeovilton, Cudrose, Lee-on-Solent, Portland, and Arbroath.

Winners were Condor, with Cudrose runner-up, and Daedalus third.

The trophy was presented by Mrs. Sylvester, wife of Capt.

M. W. Sylvester, R.N., commanding officer of H.M.S. Condor, to C.P.O. Woolner, captain of the Condor sailing team (Lieut.-Cdr. Carr, Lieut. Gdanitz, C.P.O. Butcher, C.P.O. Millen, C.P.O. Winter, App. Brown, App. Chapman, App. Girling, and Wren J. Moore).

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# AIR COMMAND ON TARGET

**THE** Naval Air Command team of 15 men which competed at Bisley this year returned with no less than 32 trophies and the team captain, Lieutenant G. M. Ramsey, R.N., said that he and his men were very pleased at the most successful outcome of the championships.

Between them the team won nine out of the 12 naval trophies, six of the National Rifle Association cups, and 14 individual events. One naval trophy went to Plymouth Command and the other two went to Portsmouth Command.

The naval trophies won by

## New record after 12 years

**THE** Navy discus record, which had stood for 12 years, was broken at the R.N. and W.R.N.S. championships at Portsmouth on July 1.

Cpl. John Watt, of the Royal Marines, beat the previous record of 151 ft. 11 in. by 9 ft. 1 in. (At the Ryder Trophy meeting at Southampton on the next day, he competed for the R.N. Athletic Club (South), and further improved this distance with a throw of 155 ft. 7 in.)

The Inter-Command Trophy was won by Plymouth Command (120 points). Naval Air Command was second with 96½ points, and the Royal Marines were only half a point behind.

In the Wrens events, the "Flying Wren" (Petty Officer Wren Deirdre Watkinson) was not competing as she was taking part in the Women's A.A.A. championships at the White City, but none of her W.R.N.S. records looked like being broken.

Wren Lacey, of Naval Air Command, won the discus event with a throw of 112 ft. 1 in., creating a new W.R.N.S. record.

The Wrens of the Naval Air Command won the Inter-Command trophy with 79 points, against Plymouth's 52 points and Portsmouth's 57.

Air Command were the Inter-Command Pistol Cup, the Inter-Command Rifle Cup, the Aldershot Cup, the Methuen Cup, the Bisley Cup, the Naval Air Trophy, the Chatham Cup, the Devonport Cup and the Hutton Trophy.

A Queen's Medal was awarded for the first time. This went to Aircraft Artificer R. J. Curtis, who also won the Royal Naval Rifle championship for the fifth year running. C.E.A.A. A. J. Clark, also of Air Command was runner up. Two of the Air Command team took part in the Queen's 100.

Air Artificer Curtis has played Basketball for the Fleet Air Arm and excels in the hammer, javelin and pole vault events. His home is at Locks Heath, Southampton, but he is shortly leaving for the Far East.

## Four records broken

**I**N the Inter-Service Junior Athletic Championship at Portsmouth on July 2, the Army, for the sixth consecutive time, took the McLean Trophy.

Final scores were: Army, 152 points; Royal Navy 88½, and R.A.F. 86½.

Four records were broken at the meeting. Alan Phipps (Army) threw the hammer 180 ft. 5 in., beating the previous record by no less than 22 ft. 7½ in.

The Army also set a new record in the shot event, Crooks putting the shot 46 ft. 11 in., an improvement of 5½ in.

John Turvey, again for the Army, won the 880 yards in a new record time of 1 min. 59.3 sec.

The Navy also broke a record. T. Lewis was 0.8 better than the previous record of 6 min. 20 sec. for the 2,000 metre steeplechase.



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# STANDARDS IMPROVED AT FLEET SPORTS

## 'Derry Squadron's sea-time paid dividends

**D**URING the period of the Home Fleet Assembly at Rosyth, July 1 to 11, the opportunity was taken to hold sports competitions, and the results show that the prizes were fairly evenly shared around the fleet.

The ships at Rosyth were H.M.S. Tiger, the Portland Squadron (H.M. Ships Aurora, Pellew, Murray, Wakeful and Lofoten), the Londonderry Squadron (H.M. Ships Naiad and Grafton), the Dartmouth Training Squadron (H.M. Ships Eastbourne, Torquay, Scarborough and Tenby), the Home Fleet Squadron (H.M. Ships Dainty, Rhyll, Defender and Lowestoft), and the R.F.A. Oleander.

The smallest sports unit, the Londonderry Squadron, took the trophy for the best ship's motor-boat and won the heaving line competition. Perhaps all that sea time off the north of Ireland breeds better seamen than sportsmen.

The fair weather and the excellent facilities and equipment provided by the Scotland Command helped to make the event—the only one for the Home Fleet this year—most successful.

### Better athletic standards

The standard in athletics was better than last year. The Home Fleet Squadron were winners, a contributory factor being Petty Officer Dutton (H.M.S. Rhyll), who has represented Great Britain in the hammer, and who not only won the shot and discus, but also trained and coached the team.

### Winning run in last over

The Home Fleet Squadron were also winners of the cricket competition. In the match between H.M.S. Tiger and the Portland Squadron, Tiger scored the winning run in the last over of a 35-over-a-side match.

### Golfing win at last

The Britannia Cup for the singles tournament was won by H.M.S. Tiger, the foursomes cup also going to the cruiser.

A Home Fleet team took on the Scotland branch of the R.N.G.S., and beat that side by 4½ to 3½—a very rare event for the Home Fleet to win a match.

### Good throw by technician

To discourage wild throwing, and to simulate more usual conditions, the contestants in the heaving line competition had

to land the head of the line within a 15-ft. parallel.

H.M.S. Naiad won the team event. In the individual championship, two seamen took the first two places: Able Seaman Morris, H.M.S. Scarborough, with 68 ft. 6 in., and Able Seaman Ganns, H.M.S. Defender with 68 ft. 4 in., but a technician Leading Electrician's Mate Green of H.M.S. Tiger, was only 7 in. behind the winner.

### Motor-boat competition

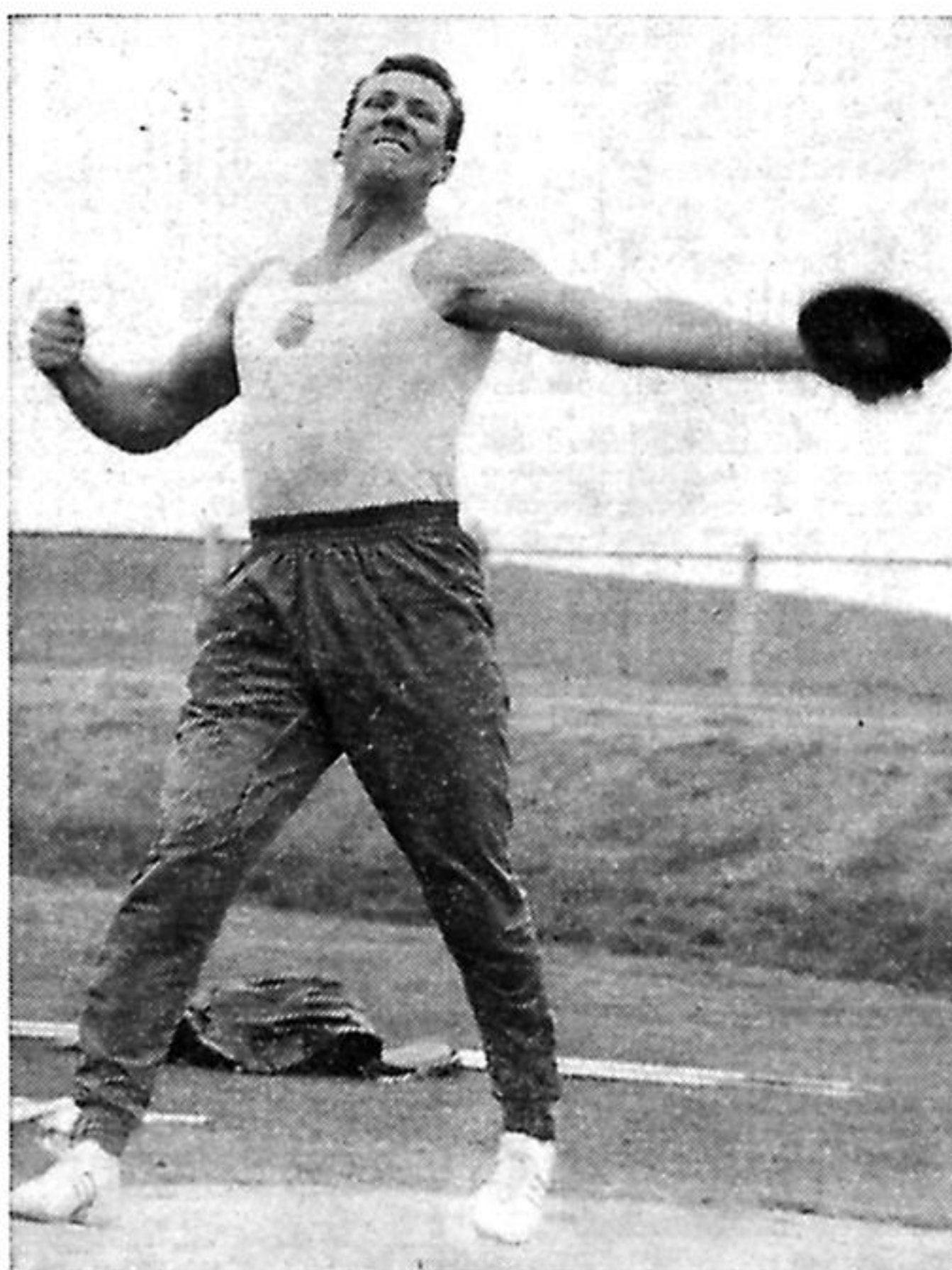
The motor-boat competition, a new one in the Home Fleet, comprised trials of skill and smartness of boats and their crews.

Points were awarded for cleanliness and drill. The skill sections consisted of a ceremonial alongside, picking up a "man" in the water and making a stern approach to a pontoon with a stern board alongside—the last test being much the hardest.

H.M.S. Grafton was the overall winner.

### Testing sailing conditions

There was keen competition in the sailing events, in which 12



The supreme effort: P.O. Dutton (H.M.S. Rhyll) in the discus event which he won with a throw of 116 ft. 3 in.

whalers and 19 bosun dinghies took part.

On the first day a light easterly wind and flood tide combined to provide testing conditions, which quickly sorted out the experts from the less experienced.

By the time the bosuns in the open dinghy race had completed two rounds of the three-and-a-half-mile course, and the first of the open class whalers one round, the last whaler was still

Tiger whose engine broke down. They finished the course, however, under oars, after having already pulled six cables against the wind.

The team trophy went to H.M.S. Wakeful.

### Overworked swimmers

As might be expected from swimmers who had little opportunity for training, the times recorded in the swimming events were not record breaking, and many of the competitors were very weary at the end, despite the limitation placed on the number of events for each person.

One or two swimmers competed in two heats, two finals, a relay and the water-polo final within the space of three hours. H.M.S. Tiger, with R.F.A. Oleander, were the team winners.

The water-polo final between the Home Fleet Squadron and Tiger/Oleander was very hard fought, the result being in doubt up to the last quarter, when Tiger/Oleander gained a two-goal lead and held it until the end.

### Dartmouth dominate tennis

The poor entry in last year's individual championships led to a team event being held this year, and there is no doubt that



R.E.M. Vokin (H.M.S. Defender) winning the mile

## HONG KONG'S TEN-PIN CRAZE

**W**HEN the Governor of Hong Kong, Sir David Trench, opened the China Fleet Club's Ten-pin Bowling Centre on December 21, 1965, he agreed that the ball he had ceremonially bowled, should be mounted and known as the "Sir David Trench Trophy."

The trophy is awarded to the ship achieving the highest score in the six months preceding July 1 and January 1 each year.

The first winners of the trophy on July 1, 1966, were H.M.S. Eagle, whose team scored 1,591. A replica of the trophy, suitably engraved, is being forwarded by the China Fleet Club to H.M.S. Eagle for its retention.

Fourteen ships competed for the trophy in the six-month period.

The craze of ten-pin bowling has really caught on in the colony, and the South China Athletic Association has recently opened a 40-lane centre, which is having a hard time catering for a mass of new bowlers from the 4,000,000 Chinese residents.

The China Fleet Club was the first centre in Hong Kong to have fully automatic alleys, and the eight lanes have hardly been able to cope with the demand from members and honorary members.

The club is looking forward to welcoming more teams in the next six months, and hopes to see even better scores in the trophy competition.

The Commander-in-Chief Home Fleet, Admiral Sir John Frewen, and the Flag Officer, Second-in-Command, Rear-Admiral M. P. Pollock, presented the prizes at the end of the Assembly.

## Water-polo champions

The 1966 Royal Navy Water-Polo Championship was won by Portsmouth Command, the two-hours' training period every evening for the week preceding the matches paying good dividends.

In a friendly "warm-up" on the evening before the contests, the Portsmouth team beat R.A.F. Transport Command, 21-8.

In the championship contests Portsmouth drew with Plymouth, (three all), beat Air Command 6-3 and the Royal Marines 15-6.

The Portsmouth team was P.O. Hayes (captain), E. A. Blandon, Ldg. Sea, Graham, Ldg. Sea, Shaw, N. A. Gillard (all Victorious), P.O. Space, Ldg. Sea, Morrison (Victory), A.B. Muckleston (Vernon), P.O. Cooper (Dryad), O.A. Bishop (Pembroke) and A.B. Ripper (Excellent). Team coach, P.O. Wastie (P.T. School).

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